

CA4 ON HBL A05 C51T6 1990

URBAN/MUNICIPAL

AUG 20 - NOV 19

TRANSPORT AND ENVIRONMENT  
COMMITTEE







URBAN/MUNICIPAL  
CA40N HBLA05 C5IT6 1990

R.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



**THE CORPORATION OF THE CITY OF HAMILTON**  
OFFICE OF THE CITY CLERK

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

TEL: 546-2700  
FAX: 546-2095

August 15, 1990

**NOTICE OF MEETING**

URBAN MUNICIPAL

AUG 25 1990

**TRANSPORT AND ENVIRONMENT COMMITTEE** GOVERNMENT DOCUMENTS

Monday, August 20, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

A handwritten signature in dark ink, appearing to read "T. Agnello".

**T. Agnello, Secretary  
Transport and Environment Committee**

**A G E N D A**

**DELEGATIONS**

- (A) 10:00 a.m. Alderman D. Agostino - Delegation  
Stops Signs on Greenhill Avenue
- (B) 10:15 a.m. Alderman D. Drury - Delegation  
Lloyd Street between Chapple and Gage -  
Experimental Street Closure



GOVERNMENT DOCUMENTS  
JUL 28 1973  
U.S. DEPT. OF JUSTICE



1. Approval of the Minutes of the Meeting held July 23, 1990

2. **REFERRED FROM CITY COUNCIL**

Unlawful Removal of Trees

3. **ALDERMAN V. J. AGRO**

Fence at the Rear of 201 Bay Street North

4. **DIRECTOR OF PROPERTY**

- (a) Purchase of Part of 844 Upper Wentworth Street
- (b) Crescent Oil Property - Cannon Street East

5. **CITY SOLICITOR**

- (a) Expropriation of Lands Required for Extension of Forbes Avenue  
(33 feet x 220 feet) (55-79/90.1)
- (b) Greenhill Gardens Phase 2/Plan 62M-494  
Sergio Battista - 142 Cherryridge Close

6. **DIRECTOR OF PUBLIC WORKS**

- (a) Sanitation Depot - 2418 Barton Street East
- (b) Administration and Processing Fee - Public Works Department

7. **MANAGER OF PURCHASING**

Removal/Replacement Underground Fuel Tanks



The first part of the study was a literature review.

The second part of the study was a data collection.

The third part of the study was a data analysis.

The fourth part of the study was a conclusion.

The fifth part of the study was a discussion.

The sixth part of the study was a conclusion.

The seventh part of the study was a discussion.

The eighth part of the study was a conclusion.

The ninth part of the study was a discussion.

The tenth part of the study was a conclusion.

The eleventh part of the study was a discussion.

The twelfth part of the study was a conclusion.

The thirteenth part of the study was a discussion.

The fourteenth part of the study was a conclusion.

The fifteenth part of the study was a discussion.

The sixteenth part of the study was a conclusion.

The seventeenth part of the study was a discussion.

The eighteenth part of the study was a conclusion.



**8. COMMISSIONER OF ENGINEERING**

- (a) Proposed Opening of a 9.7 metre by 30.2 metre portion of Sanatorium Road and the Lifting of a 0.30 metre reserve to provide access for a lot severance at 26 Leadale Place.
- (b) PPM Canada Inc. Decontamination of PCB's for Hamilton Hydro
- (c) Establishment of a Storm and Sanitary Sewer Easement in front of Lots 1 to 7, inclusive, in the Wheten Court Subdivision
- (d) Salci Developments Inc. - One Foot Reserve - Beaverton Drive
- (e) Discharge of Encroachment Agreement - 25 Augusta Street
- (f) Temporary Street Closure for a Jazz Festival - Hess Street South - August 18 and August 19, 1990
- (g) Proposed Construction of Concrete Sidewalks on both sides of Sorrento Place from Como Drive to the North Limit
- (h) Standard City Subdivision Agreement - Amendment to Section on Trees and Seeding
- (i) 1990 Servicing Expenditures Relates to Subdivisions
- (j) Incorporating Certain City Lands into Various Streets by By-law

**9. DIRECTOR OF TRAFFIC SERVICES**

- (a) Changes to the Snow Route System
- (b) Bayfront and Nash Bus Routes - Establishment of New Bus Stops
- (c) Signal Agreement with C.P. Rail - Catharine and Hunter
- (d) 138 East 23rd Street - Discharge of Residential Boulevard Parking Agreement
- (e) Charges for Temporary Time Limit Exemption Permits in Construction Areas
- (f) Ottawa Street Between Cannon and Barton Streets - Parking Meters
- (g) Taxi Stand Markers
- (h) Upper Wentworth Street Between Mohawk Road and Limeridge Road (No Copy)







10. PARKING REGULATIONS

- (a) Chapple Street Between Barton Street East and Lloyd Avenue
- (b) West Avenue South Between Young Street and Stinson Street
- (c) Norman Street Between Campbell Avenue and Argyle Avenue
- (d) 33 Somerset Avenue -  
Request for a Reserved Permit Parking Space for a Handicapped Resident
- (e) 31 Madison Avenue -  
Request for a Reserve Permit Parking Space for a Handicapped Resident
- (f) 54 Chestnut Avenue - Wheelchair Loading Zone
- (g) East Side of Tragina Avenue North. South of Barton Street East -  
Wheelchair Loading Zone
- (h) North Side of Howe Avenue, West of East 17th Street -  
Wheelchair Loading Zone

11. INTERSECTION CONTROL

- (a) Intersections of Upper Horning Road and Guildwood Rive and Upper Horning Road and Susan Drive - Request for School Crossing Guard
- (b) Intersection of Talbot Street and Vansitmart Avenue
- (c) Intersections of Rexford Drive and Millpond Place, Rexford Drive and Robson Crescent (west leg) Rexford Drive and Robson Crescent (east leg), and Rexford Drive and Rowan Court
- (d) Intersection of Halam Avenue and Shadyside Avenue
- (e) Intersection of Mars Avenue and Cheever Street
- (f) Stone Church Road between Upper James and Upper Wellington Streets  
(No Copy)

12. NEW BUSINESS13. ADJOURNMENT







## TRANSPORT AND ENVIRONMENT COMMITTEE

### OUTSTANDING ITEMS

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Gibson Avenue Parking Regulations	1989 August 21	Ald. D. Drury	Tabled
2. Time Limit Exemption Permit 8 1/2 Ottawa Street North	1989 November 20	Alderman Christopherson	Tabled
3. School Traffic Officer - Lawrence Road	1989 November 20	Ald. D. Agostino	Tabled
4. Road and Sidewalk Prioritization Reconstruction Program	1990 January 22	Mr. E.M. Gill	Report Pending
5. Reduce Speed Limits in School Areas	1990 January 22	Mr. M. Main	Report Pending
6. Windermere Basin Rehabilitation Project	1990 March 5	Mr. E. M. Gill	Tabled - Prepare Report
7. Vehicular Traffic - Durand Neighbourhood	1990 March 5	Mr. M. Main	Report on Short Term Solutions
8. Railway Safety Regulations	1990 April 2	Mr. E. M. Gill	Report Pending
9. Intersection Control - Carriagegate Drive and Parkplaza Drive	1990 May 4	Ald. H. Merling	Tabled







- |     |  |             |                 |                           |
|-----|--|-------------|-----------------|---------------------------|
| 10. | School Crossing<br>Guard - Intersection<br>of Upper Gage and<br>Loconder Drive | 1990 May 23 | Ald. H. Merling | Tabled                    |
| 11. | Parking<br>Regulations -<br>West 1st St. between<br>Monarch Rd. and Wembley    | 1990 May 23 | Ald. T. Murray  | Tabled                    |
| 12. | Traffic conditions<br>on Owen Place  | 1990 June 8 | Mr. M. Main     | Pending<br>Traffic report |

**Dated: August 9, 1990**

**T. Agnello  
Secretary**







# Dominic Agostino

**Alderman — Ward 5  
Regional Councillor**

City Hall, 71 Main Street West  
Hamilton, Ontario L8N 3T4  
Tel. 546-2730 • Res. 574-0179  
Fax 546-2095

(A)

1990 July 25

*Ms. Tina Agnello. Secretary,  
Transport and Environment Committee*

*Dear Ms. Agnello:*

*Could you please have the attached item placed on the agenda of the next  
Transport and Environment Committee. Although staff has recommended against  
this, I believe it is important for the Committee to deal with it.*

*Yours sincerely.*

*Dominic Agostino. Alderman.  
Ward 5*

*DA:tb*

*c.c. Henry Merling. Chairman.  
Transport & Environment*

*M. Hazell. Traffic Department*

Sub-joined is an extract from the minutes of the Transport and Environment Committee meeting held October 23, 1989 respecting stops signs on Greenhill Avenue.

Requests for stop signs on Greenhill Avenue. The Committee was in receipt a report of the Director of Traffic Services dated 1989 October 16 containing the following recommendations:

- (a) That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and
- (b) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law; and
- (c) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.

Alderman Cooke submitted that the proposed installation of additional stop signs on Greenhill Avenue would be a counter productive and could possibly create a safety problems.

East side of Upper Wellington Street, Inverness Avenue to Mountville Avenue - Sidewalk Reconstruction, the Committee was in receipt of an added report of the Commissioner of Engineering dated 1989 October 20, containing the following recommendations:

- (a) That the Commissioner of Engineering be authorized to reconstruct the remaining portions of sidewalks on the east side of Upper Wellington Street from Inverness Avenue to Mountville Avenue that are not reconstructed as part of the storm sewer reconstruction project, an estimated cost of \$8 000.
- (b) That the Co-ordinating Committee be requested to recommend the method of financing.

In discussion it was moved by Alderman Agostino seconded by Alderman Drury that a stop sign be installed immediately at Summercrest Drive and that the remaining locations be studied in the Spring of 1990. A motion lost on a vote of 3 to 5. Following a consideration



Sub-joined is an extract from the minutes of the Transport and Environment Committee meeting held December 4, 1989 respecting stop signs on Greenhill Avenue.

At 4:00 o'clock p.m. the Committee resolved to hear the delegation tabled earlier in the meeting respecting a request for stop signs on Greenhill Avenue.

**Present:** Alderman Merling, Chairman  
Alderman Christopherson, Vice Chairman  
Alderman T. Cooke  
Alderman V. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman J. Smith  
Alderman D. Ross

**Also present:** Alderman T. Murray  
Mr. M. Main, Director of Traffic  
Mr. M. Hazell, Traffic Department  
Mr. T. Gill, Engineering Department  
Mrs. Bernice Price, Hamilton Safety Council

The following area residents were present:

Ms. Gail Smith - 620 Greenhill Avenue  
Mr. William Toth - 66 Summercrest Drive  
Mr. L. L. Idasarini - 751 Greenhill Avenue  
Mr. George Titus - 66 Summercrest Drive  
Mr. Doug Vallet - 19 Summercrest Drive  
Mr. Michael LaFaive - 642 Greenhill Avenue  
Mr. Don Russell - 66 Summercrest Drive  
Mr. Bud Magat - 666 Greenhill Avenue  
Mr. Ken Ruffel - 40 Summercrest Drive  
Mr. Mike Delaro - 83 Summercrest

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Drury:

- (a) That parking on the south side of Greenhill Avenue in the vicinity east of Quigley Road, be restored to what it was prior to the opening of the Greenhill Avenue extension.
- (b) That the yellow painted median on Greenhill Avenue in the area between Quigley Road and Blanche Court be removed and replaced with a standard centre road dividing line.
- (c) That parking be permitted on the south side of Greenhill Avenue, in the area of the reservoir, from Summercrest Avenue to approximately 30m south of the railroad tracks, during non-rush hour periods only.
- (d) That City Traffic By-law 89-72 be amended accordingly.

FOR ACTION

NOTE: ITEM (a) WAS APPROVED BY THE TRANSPORT AND ENVIRONMENT COMMITTEE ON  
DECEMBER 4, 1990 AS PER ATTACHED MINUTES

REPORT TO: Mr. R. C. Frowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

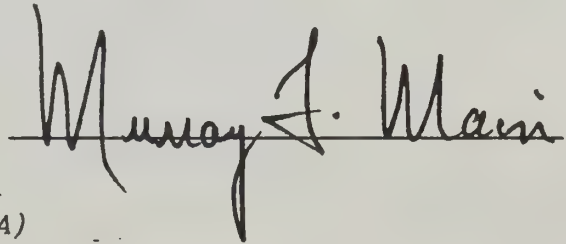
DATE: 1989 October 16  
COMM FILE:  
DEPT FILE: TEC-200(a)-89

SUBJECT:

Requests for stop signs on Greenhill Avenue.

RECOMMENDATIONS:

- (a) That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and
- (b) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law; and
- (c) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of stop signs at the five locations specified would result in increased motor vehicle operating costs in the order of \$300,000 per year.

BACKGROUND:

At the 1989 August 21 meeting, the Transport and Environment Committee tabled report TEC-200-89 respecting requests for stop signs on Greenhill Avenue, east of Quigley Road, so that further studies could be conducted in the vicinity of St. Anthony's of Padua School to assess the needs for measures to assist pedestrian crossings in this area of Greenhill Avenue.

Alderman Dominic Agostino has received petitions and letters which request stop signs on Greenhill Avenue at Summercrest Drive, Ambrose Avenue, Hildegard Drive, Monte Drive and Pavarotti Court. The purpose of the stop signs would be to



arbitrarily bring Greenhill Avenue traffic to a stop. The effect would be to frustrate motorists by requiring stops at minor intersecting residential streets, with the result that the control devices would be held in low regard by motorists and the violation rate would be very high.

Greenhill Avenue is designated in the City Official Plan as a "major road", with a right of way of 86 feet. It is presently constructed as a four lane roadway, and parking is prohibited on most of the length of the road end to end. Such parking as is permitted on the street was approved by previous Councils only until such time as Greenhill Avenue was opened to King Street, as is now the case.

The design of the Vincent, Gershome and Redhill Neighbourhoods is unique, since they are not basically bounded by and served by arterial streets around the perimeter of the Neighbourhoods, but rather, access is prohibited to the south by the presence of the escarpment and to the east by the presence of Highway No. 20 and the grade of the escarpment, and to the west by the presence of the Redhill Creek Valley. The development of these three Neighbourhoods is premised on the construction of the east-west/north-south transportation facility and specifically on the development of an interchange of this facility on Greenhill Avenue, such that Greenhill will serve as the arterial street for these three Neighbourhoods, in association with Quigley Road.

Because of the above considerations, Greenhill Avenue is in fact an arterial street which is vital to proper accessibility to the three Neighbourhoods. Therefore, intersection control should be governed by the same criteria which are relevant to other arterial streets in the City, which are for the most part Regional Roads. The criteria approved by the Regional Council permit the use of stop signs only at intersections with other arterial streets or major collector streets which will be controlled by traffic signals at future dates. With this in mind, four-way stop control has been in place at the intersection of Greenhill and Quigley for many years. One of the objectives of this policy is to attract traffic away from local residential streets, and to the arterial street.

Greenhill Avenue was opened between Quigley and King on 1989 July 21, and although sufficient time had not elapsed to allow traffic to stabilize such that a true indication of the volumes and speeds of traffic using the street could be obtained, traffic studies were conducted on 1989 August 11, and indicated that the daily traffic volumes on Greenhill Avenue in this area were approximately 3,975 vehicles per day just east of Quigley Road, and 4,500 vehicles per day south of King. Studies conducted during the second week in September indicate that the volumes have increased to approximately 4,400 vehicles per day just east of Quigley and 5,000 vehicles per day just south of King. Although these traffic volumes have increased marginally, pedestrians do not generally experience problems crossing the roadway until the volumes reach the area of 10,000 vehicles per day.

Recent pedestrian observations have confirmed that there are a considerable number of pedestrians crossing Greenhill in the area just east of Quigley (376 pedestrians during a 7-hour observation) and that the number of pedestrians crossing Greenhill in the area south of King are relatively light (only 58 during a 7-hour observation), but that the traffic volumes are not heavy enough to create a problem for pedestrians. Further, a school traffic officer has been

assigned to the intersection of Greenhill and Ambrose to assist children crossing during school hours. However, it is anticipated that the traffic volumes will not be heavy enough in the foreseeable future to require more than one lane of traffic on Greenhill in each direction, and therefore, it would be possible to paint a 16-foot wide centre median refuge in the area of the school to assist pedestrian crossings at all times of the day.

As previously noted, there is presently parking on the south side of Greenhill Avenue in the area between Quigley and Summercrest and this parking privilege was granted by previous City Councils until such time as Greenhill Avenue was connected to King Street. The painting of a centre refuge for pedestrians is conditional on the removal of parking on the south side of Greenhill in this area in order to provide a sufficient roadway width. Parking on this street is only a matter of convenience since all of the abutting homes have off-street parking available and since Greenhill is a "Through Street" such that parking is prohibited on the street overnight. Thus, rescinding the temporary parking privilege to provide for a painted median to assist pedestrians should not create any parking problems for area residents.

In summary, Greenhill Avenue is designated in the Official Plan and designed as a major arterial/collector road to serve the Vincent, Gershome and Redhill Neighbourhoods, because of the unique circumstances in the area. The volume of vehicular/pedestrian crossings at the locations where stop signs have been requested will always be extremely low, and the installation of stop signs at these locations would be completely arbitrary and ineffective in terms of effecting the speed or volume of traffic on Greenhill Avenue. The volume of traffic is presently very low at 4,400 to 5,000 vehicles per day, and the speed of traffic is normal for this type of street with an 85 percentile speed of just over 55 km/h. Therefore, it is recommended that Greenhill Avenue be permitted to perform its intended purpose as an arterial/collector street serving the Vincent, Gershome and Redhill Neighbourhoods, and, that the arbitrary use of stop signs requested by parochial interest, based on misconceptions about the use and effect of stop signs, be not approved. However, pedestrian crossing movements in the vicinity of the St. Anthony's of Padua School could be improved by the painting of a wide centre median, subject to removal of parking from the south side in this area, in accordance with the existing By-law provisions.

The Traffic Department will continue to monitor the traffic volumes and collision record on this section of roadway and recommend any improvement measures which may be necessitated.



\*\*\*\*\*

Would you please take the necessary steps to execute the directions of City Council with respect to this item.

RCP: 1p

18. (a) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law;
- (b) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.





FOR ACTION

16.

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

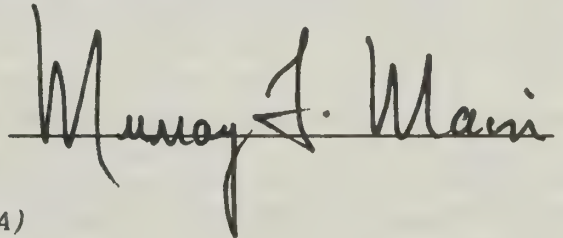
DATE: 1989 October 16  
COMM FILE:  
DEPT FILE: TEC-200(a)-89

SUBJECT:

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RECOMMENDATIONS:

- 18  
15
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The Traffic Department will continue to monitor the traffic volumes and collision record on this section of roadway and recommend any improvement measures which may be necessitated.





(B)

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7 April

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 August 13

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

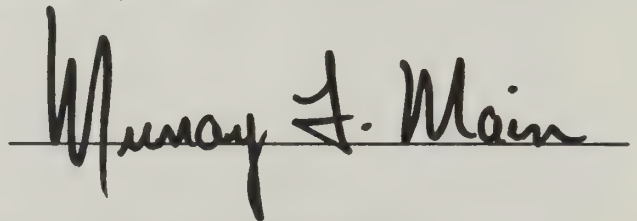
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Trial Closure of Lloyd Street at Chapple Street [TEC-199-90]

**RECOMMENDATIONS:**

- a) That approval in principle be granted to close Lloyd Street to vehicular traffic at approximately the east curb line of Chapple Street by erecting a temporary barrier; and,
- b) That the Commissioner of Engineering be directed to carry out the necessary advertising and circularization required prior to closing Lloyd Street and report back.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

**Short Term:** The short term road closure will require the placement of barricades at a cost of approximately \$5000, which can be accommodated within the current budget of the Engineering Department. The necessary traffic sign modifications can be accommodated within the 1990 Traffic Department current budget.

**Long Term:** If the closure proves to be a success, a more aesthetically pleasing construction would be recommended. In this case additional City funds for the necessary installation will be required.



## BACKGROUND:

Alderman Don Drury presented a delegation to the Truck Route Sub-committee of the Engineering Services Committee on 1990 June 14.

The residents of Lloyd Street between Gage Avenue and Chapple Street expressed, both through their presence at the Truck Route Sub-committee and through responses to Alderman Drury in writing, that they are concerned with the numbers of trucks using their street.

This section of Lloyd Street is not a truck route. However, it does form a short cut for trucks travelling to and from local industries, particularly Consumers Glass and Hamilton Builders' Supply. The shortest distance to these two industries from a truck route, in accordance with the definitions in the City Traffic By-law, is from Barton Street via Chapple Street, not via Lloyd Street.

Direct appeals to these two industries for their co-operation in encouraging trucks to follow the proper route have only been moderately successful. Enforcement by the Hamilton-Wentworth Regional Police Department has been of limited success, as the use of citizen band radios and other methods allow drivers to generally circumvent the enforcement.

While the neighbours have expressed concern at the trucks using their street, the majority are not in favour of a closure. However, since the other techniques tried such as direct discussions with the local industries, police enforcement and information signs erected on Gage Avenue, have not been successful, a road closure on a trial basis is recommended.

The Hamilton-Wentworth Regional Police Department and the Hamilton Fire Department have both been contacted with this proposal and no problems with the proposal have been identified by either department. There is a mall on the northwest corner of Barton and Gage which receives deliveries from Lloyd Street. Included in the mall are a liquor store, a catalogue merchandising store and a supermarket. Informal discussions with these businesses indicated no problem with the proposal. The proposed closure should not inconvenience these businesses, as trucks making deliveries to these businesses are required by the by-law to exit onto Gage Avenue and should not have any need of driving west on Lloyd Street.

One short-term drawback of the proposed closure will be the requirement for vehicles to turn around in private driveways. The temporary closure does not provide room for a proper turn-around design. This problem should be of limited duration, as local traffic volumes will be very light and other motorists will soon become aware of the closure.

Therefore, it is recommended that Lloyd Street be closed at Chapple on a trial basis for approximately one year. The closure is subject to the required circularization and advertisement. Assuming that the closure is acceptable to the local public, it is recommended that the Director of Traffic Services report back in approximately 12 months with an indication of any problems which might have been caused by the closure and a further review of local citizen opinion. If at that time, it is recommended that the closure be made permanent, consideration should be given to a more aesthetically pleasing treatment of the closure.



AUG 23 1990

## GOVERNMENT DOCUMENTS

1.

Monday, July 23, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

The Transport and Environment Committee met.

There were Present: Alderman H. Merling, Chairman  
Alderman D. Christopherson, Vice-Chairman  
Mayor R. M. Morrow  
Alderman V. J. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman J. Smith  
Alderman T. Murray

Absent: Alderman T. Cooke

Also Present: Alderman G. Copps  
Mrs. B. Price, Hamilton Safety Council  
Mr. L. Sage, Chief Administrative Officer  
Mr. J. Pavelka, Director of Public Works  
Mr. D. Lobo, Department of Public Works  
Mr. M. Main, Director of Traffic Services  
Mr. M. Hazell, Traffic Department  
Mr. R. Meiers, Regional Engineering Department  
Mr. T. Bradley, Manager of Purchasing  
Mr. D. Vyce, Director of Property  
Mr. J. Watson, Manager of Real Estate  
Mr. J. J. Schatz, Deputy City Clerk  
Ms. T. Agnello, Secretary

URBAN MUNICIPAL

AUG 23 1990

## GOVERNMENT DOCUMENTS

The Chairman introduced the new Secretary to the members of the Committee.

Presentations were made to Mr. Bruce Hartnett and Mr. Jim Clarke for placings in the Ontario Tree Climbing Competition.

As recommended by the Acting Commissioner of Engineering it was moved, seconded and carried, that the following recommendation be forwarded to City Council for approval:

That the local Approvals Branch of the Ministry of the Environment (M.O.E.) be informed that:

- (a) The City of Hamilton has reviewed the Hotz and Sons formal application to the M.O.E. for a Certificate of Approval to operate a Transfer and Materials Recovery Station at 245 Lottridge Street in Hamilton, and have determined that all operational conditions specified in their detailed submission are generally in keeping with local requirements, with the exception of a number of technical issues identified by City of Hamilton and Regional staff and should be recognized as part of the City's response to the Ministry;
- (b) The City of Hamilton will provide favourable support to the proponent's application provided that Hotz and Sons takes remedial actions to satisfy the operational requirements identified by staff, and that Hotz and Sons complies with the following four (4) conditions detailed in their April 23, 1990 correspondence to the Region in which they detail specific waste tonnage delivery limitations:
  - (i) Hotz and Sons will not increase the percentage of tonnage being sent to the transfer stations;
  - (ii) Hotz and Sons will accept a tonnage level, established by the Region;
  - (iii) Hotz and Sons will send only incinerable waste (as defined by the Region) to the transfer stations;
  - (iv) Hotz and Sons will not send any waste from its' transfer station to Hamilton-Wentworth transfer stations.
- (c) The City of Hamilton concurs with the Ministry of the Environment's position that "a hearing by the Environmental Assessment Board under the Environmental Protection Act is not warranted".

Introduction of  
New Committee  
Secretary

Ontario Tree  
Climbing Competition

Hotz and Sons  
Transfer and  
Materials  
Recovery Station



Adoption of the  
Minutes of the  
meeting June 18/90

The minutes of the regular meeting of June 18, 1990 were adopted as circulated.

Members of the Committee were in agreement that servicing to the community should be the responsibility of the City in order to protect the best interests of the citizens.

City Roads  
and Sidewalk  
Reconstruction  
Program -  
Return to the  
Public Works  
Department

Following brief discussion, the Committee unanimously concurred to recommend the following to City Council for approval:

- (a) That the planning and administration of the City Roads and Sidewalk Reconstruction Programs be returned to the City Public Works Department including the current vacant position of the Planning Engineer.
- (b) That the Director of Public Works report directly to the Engineering Services Committee similar to the Director of Traffic Services.
- (c) That a staff report be prepared on the merger of City and Regional Fleet Services.
- (d) That due to City Council approval of the integration of the Legislative, By-law Enforcement and School Traffic sections, the Traffic Department remain intact as a City Department.
- (e) That in accordance with Recommendation (d), the proposed name "Roads and Traffic Department" be changed to "Roads Department" or "Transportation Department".

Crescent  
Oil  
Company  
of  
Canada

Mrs. Marianne Pugliese, 31 Railway Street and Mrs. Mary Rao of 112 Caroline Street North appeared before the Committee on behalf of residents to request the City to enter into negotiations with Crescent Oil Company to relocate their business elsewhere.

The Chairman acknowledged that Mr. Ewen, President of Crescent Oil Company was invited to attend the meeting and has forwarded a letter on his behalf.

The Committee agreed that Crescent Oil has received previous notification to rectify several concerns resulting from their operation but to no avail. It was also agreed that the City would enforce its by-laws regarding infractions taking place on City sidewalks and roads.

The Committee felt that the establishment has outgrown its existing site and that the use is not compatible with surrounding residential and school uses located in the City's Central District Area and cited several examples of industry and relocation consistent with the City's Central Area Plan.

As a result of the discussion, the following recommendation to Council ensued:

- (a) That a permit parking regulation be implemented on the west side of Railway Street from a point 156' north of Cannon Street to the northerly end; and
- (b) That stopping be prohibited on the east side of Railway Street from Cannon Street to the northerly end;
- (c) That By-law No. 89-72 be amended accordingly.
- (d) That negotiations be initiated with the President of Crescent Oil Company of Canada to investigate the possibility of relocating the business in order to address the issue of a commercial use within a residential area.

As recommended by the Director of Property in a report dated June 21, 1990, the Committee recommended to Council as follows:

That an Option to Purchase executed by Fiorina Merone on June 20, 1990 and scheduled for closing on or before September 24, 1990 for the purchase of part of the property at 106 Fieldway Drive required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed.

NOTE: The subject property contains 8,302.72 square feet (772.9 square metres) and is shown as Parts 1 and 2 on Plan 62R-11054. Consideration in the amount of \$1.00 has been paid to the owners and forms part of the purchase price. The purchase price of \$2.00 is to be charged to Account No. CF5698 528946015.

As recommended by the Manager of Purchasing in reports dated June 27, 1990, July 16, 1990 and July 16, 1990 respectively, the Committee forwarded the following recommendations to Council for approval:

That a purchase order be issued to Acme Sign Blanks, Etobicoke, for the supply and delivery of Sign Blanks as and when required during 1990 for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

900mm	x	424mm	x	0.125	\$	46.51	each
900mm	x	373mm	x	0.125		43.66	each
30cm	x	45cm	x	.081		7.99	each
75cm	x	75cm	x	.081		19.90	each
90cm	x	90cm	x	.081		33.60	each

NOTE: Lowest of two (2) tenders received. Funds provided in Traffic Sign Materials Account No. CH56154 75999.

Permit Parking -  
Railway  
Street

Option  
to  
Purchase  
106 Fieldway Drive

Purchase Order -  
Sign Blanks

**Purchase  
Order  
to supply  
Broom Stock**

That a purchase order be issued to Rantex Brushes Inc., Barrie, Ontario to supply broom stock for street sweepers at the following unit prices:

Pickup Brooms	\$ 379.00
Quick Change Gutter Brooms	90.00
Straight Wire Sections	10.04 and
Poly Sections	7.34
plus 8% O.S.T.	

In accordance with specifications issued by the Manager of Purchasing and Vendor's Tender

NOTE: Lowest acceptable tender of three received. Funds provided in Automotive Parts Account No. CH56702 64105.

**Supply and  
Installation of  
Heated Air  
Return System**

That a purchase order be issued to Blenkhorn & Sawle Limited, Hamilton for the supply and installation of a Heated Air Return System for a total cost of \$49 072.00 plus a \$5 000.00 contingency, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable tender of three received. Funds provided in Fleet Services Renovation and Ventilation Account No. CF5200 649041012.

**Incorporation of  
City Lands**

As recommended by the Acting Commissioner of Engineering in a report dated July 13, 1990, the Committee recommended to Council as follows:

- (a) That the City lands be incorporated into the various streets as noted in Schedule "A", appended hereto.
- (b) That the By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- (c) That the Commissioner of Engineering be authorized and directed to register the By-laws.



As recommended by the Acting Commissioner of Engineering in reports dated June 20, 1990 and July 6, 1990 consecutively, the Committee forwarded the following recommendations to Council for approval:

- (a) That the action of the Commissioner of Engineering in authorizing the application of the Concession Street B.I.A. to temporarily close Summit Street between Concession Street and Mountain Park Drive on Saturday July 14, 1990 from 9:00 a.m. to 4:00 p.m. to hold a sidewalk sale, be approved, subject to the following conditions:
  - (i) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
  - (ii) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
  - (iii) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
  - (iv) That the applicant provide proof of \$2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
  - (v) That the Applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
  - (vi) That no property owner or resident within the barricaded area be denied access to their property if requested.
  - (vii) That all property owners and tenants along the closed portion of the route be notified of the closures by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering.

That the following City Streets be closed from 10:00 a.m. to 2:00 p.m. on Friday, September 28, 1990, in order that Hollis Communications Inc. may hold a bicycle race:

- (i) Hess Street between Main Street and Hunter Street
- (ii) Caroline Street between Main Street and Hunter Street
- (iii) MacNab Street between King Street and Hunter Street
- (iv) Hughson Street between Main Street and Hunter Street
- (v) Catharine Street between Main Street and Hunter Street
- (vi) Walnut Street between Main Street and Hunter Street
- (vii) Hunter Street from Queen Street to Walnut Street

Temporary  
Closure  
of  
Summit  
Avenue  
between  
Concession  
Street and  
Mountain  
Park Drive -  
Sidewalk Sale -  
Downtown B.I.A.

Streets  
Closures -  
Hollis  
Communications Inc.  
Bicycle Race

during the pleasure of City Council provided:

- (a) That Council of the Region of Hamilton-Wentworth approve the proposal;
- (b) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (c) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
- (d) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (e) That the applicant provide proof of \$2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (f) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request; however no vehicular traffic will be permitted on the race course between 10:00 a.m. to 2:00 p.m. on the race day.
- (h) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Construction  
of  
Concrete  
Sidewalks -  
Local  
Improvement  
Act

As recommended by the Commissioner of Engineering in a report dated July 22, 1990, the Committee forwarded the following recommendations to Council for approval:

- (a) That subject to funding, the construction of independent concrete sidewalks at the following locations be proceeded with as a local improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of \$120,225.63 as provided for in the 1990 portion of the 1990 - 1994 Capital Budget as Project No. 041-30000 - City share (\$27,657.63) and Project No. 210-30000 - Owner's share (\$92,568.00), be approved.
- (i) Upper Paradise Road, east side, from Stone Church Road West to Gemini Drive;

- (ii) Upper Paradise Road, west side, from approximately 80 metres north of Stone Church Road West to approximately 130 metres north of Stone Church Road West;
  - (iii) Upper Paradise Road, east side, from approximately 30 metres north of Gemini Drive to approximately 105 metres north of Gemini Drive;
  - (iv) Upper Paradise Road, west side, from approximately 40 metres north of Novoco Drive to approximately 85 metres south of Trevi Road;
  - (v) Upper Paradise Road, east side, from approximately 45 metres south of Greenshire Drive to Greenshire Drive;
  - (vi) Upper Paradise Road, west side, from the south limit to the north limit of 726 Upper Paradise Road;
  - (vii) Upper Paradise Road, west side, from the south limit to the north limit of 716 Upper Paradise Road;
  - (viii) Upper Paradise Road, west side, from Gosford Drive to approximately 125 metres north of Gosford Drive;
  - (ix) Upper Paradise Road, east and west side, between the limits of the Freeway Lands;
  - (x) Upper Paradise Road, east side, from the south limit of 635 Upper Paradise Road to 29 metres south of the north limit of 615 Upper Paradise Road;
  - (xi) Upper Paradise Road, west side, from the north limit of the Freeway Lands to the south limit of 632 Upper Paradise Road; and
  - (xii) Upper Paradise Road, west side, from 115 metres north of Hadeland Avenue to a point 190 metres north of Hadeland Avenue.
- (b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project.
  - (c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,
  - (d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

Prior to voting on the motion, Mr. R. Meiers assured Alderman Murray that sidewalk construction on both sides of Sanatorium Road would be continuous from Mohawk Road to Stone Church Road.



Decorative  
Light  
Fixtures  
John and Hughson  
Streets

As recommended by the Commissioner of Engineering in a report dated July 16, 1990, the Committee agreed to recommend the following to City Council:

- (a) That the decorative light fixtures on John and Hughson Streets within the Downtown Core be replaced at a total cost to the City of twenty-seven thousand, four hundred and seventy-one dollars and fifty cents (\$27,471.50) to be funded from Account No. 52045 56325 (Street Lighting Electrical Services), 1990 Current Budget.
- (b) That the Acting Commissioner of Engineering be authorized to issue a purchase order to Weinmann Electric Limited from Fort Erie, Ontario in the amount of twenty-seven thousand, four hundred and seventy-one dollars and fifty cents (\$27,471.50) to complete this work.

Water  
Pollution  
Control  
Conference  
October 7 to  
October 11, 1990

As recommended in a report from the Secretary to the Transport and Environment Committee dated July 18, 1990, the Committee agreed to forward the following recommendation to City Council:

That the Chairman or his designate be authorized to attend the Water Pollution Control Federation Conference to take place on October 7 to October 11, 1990 in Washington, D.C.

Discharge  
of  
Residential  
Boulevard  
Parking Agreement -  
80 Somerset Avenue

As recommended by the Director of Traffic Services in a report dated June 15, 1990, the Committee recommended the following for Council's approval:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 333446 C.D. to the property at No. 80 Somerset Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

School  
Crossing  
Guard -  
Locke Street North  
and  
Peter Street

As recommended by the Director of Traffic Services in a report dated July 13, 1990, the Committee recommended the following for Council's approval:

- (a) That a school crossing guard be assigned to the intersection of Locke Street North and Peter Street; and
- (b) That the summer school crossing guard at the intersection of Locke Street and Napier Street relocated to the intersection of Locke Street and Peter Street for the summer of 1991.

Summer School  
Crossing Guard -  
Relocated to the  
Intersection of  
Locke and Peter Sts.

School  
Bus  
Loading  
Zone  
Ravenbury Drive

As recommended by the Director of Traffic Services in a report dated July 12, 1990, the Committee recommended the following for Council's approval:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Ravenbury Drive which commences five feet east of the extended curb line of Rama Court and extends to a point 80 feet easterly therefrom be relocated such that the regulation commences 37 feet east of the extended curb line of Rama Court and extends to a point 80 feet easterly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated July 10, 1990, the Committee recommended the following for Council's approval:

- (a) That Chatham Street be designated as a truck route between Dundurn Street and Frid Street; and
- (b) That the Frid Street be designated as a truck route from Chatham Street to Main Street West; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated July 9, 1990, the Committee recommended the following for Council's approval:

- (a) That a taxi stand to be in effect from 7:00 a.m. to 6:00 p.m., Monday to Saturday, be implemented on the east side of East 36th Street commencing at a point 158 feet north of Munn Street and extending to a point 44 feet northerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated July 9, 1990, the Committee recommended the following for Council's approval:

- (a) That the application by Dismatsek Holdings Inc. to lease a portion of the boulevard of Melbourne Street adjacent to 190 Locke Street South be approved, provided that:
  - (i) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on March 25, 1986 (current rate is \$106.70 per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on February 14, 1984.
  - (ii) The owner pays a one time \$25.00 registration fee, as approved by the City Council on January 14, 1986.
  - (iii) The owner pays a one time \$160.05 processing fee, as approved by the City Council on March 27, 1990.
  - (iv) The owner complies with the requirements as set out in the policy approved by the City Council on June 24, 1975 respecting using a portion of the road allowance for parking purposes.
  - (v) The parking area be constructed and maintained at the owner's expense.
  - (vi) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

**Designated  
Truck  
Routes**

**Dundurn and Frid Sts.  
and  
Frid from Chatham  
to Main Street West**

**Taxi Stand -  
East 36th Street**

**Leasing  
Portion  
of  
Boulevard  
Melbourne Street**

Funding  
of  
Installation  
of  
Traffic Signal on  
Limeridge Road -  
St. Jerome's School

As recommended by the Director of Traffic Services in a report dated July 16, 1990, the Committee recommended the following for Council's approval:

That \$35 000.00 from the 1990 City Road Reconstruction Program Budget be redirected to the installation of a traffic signal on Limeridge Road at St. Jerome's School.

North  
End  
Children's  
Centre  
Inc. -  
Construction and  
Maintenance of an  
Encroachment

As recommended by the Director of Traffic Services in a report dated July 18, 1990, the Committee recommended the following for Council's approval:

- (a) That the application of the North End Children's Centre Inc., owner of 75 Hillyard Street to construct and maintain an encroachment consisting of a wheelchair ramp and existing steps be approved during the pleasure of City Council provided:
  - (i) That a first year fee of \$131.00 and subsequent annual fee of \$12.00 be set for this privilege.
  - (ii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement
- (b) That the existing boulevard parking agreement be discharged, at the property owner's expense, and that the City Solicitor be directed to prepare the necessary documents; and
- (c) That the owner be permitted to execute a revised boulevard parking agreement, provided that:
  - (i) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on March 25, 1986 (current rate is \$106.70) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on February 14, 1984.
  - (ii) The owner pays a one time \$25.00 registration fee, as approved by the City Council on January 14, 1986.
  - (iii) The owner pays a one time \$106.05 processing fee, as approved by the City Council on March 27, 1990.
  - (iv) The owner complies with the requirements as set out in the policy approved by the City Council on June 24, 1975 respecting using a portion of road allowance for parking purposes.
  - (v) The parking area be constructed and maintained at the owner's expense.
- (d) The owner executes agreements satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.



Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee forwarded the following recommendations to Council for approval:

Approval  
of  
Various  
Parking  
Regulations

1. (a) That parking be prohibited on the east side of Belview Avenue commencing at a point 276 feet south of Barton Street and extending to a point 128 feet southerly therefrom; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
2. (a) That parking be prohibited on the east side of Upper Sherman Avenue from Mountain Park Avenue to a point 84 feet southerly therefrom; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
3. (a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Forest Avenue between Wellington Street and Aurora Street; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
4. (a) That parking be prohibited on the west side of Elora Drive from Elmira Drive to a point 123 feet northerly therefrom; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
5. (a) That a "Permit Parking" regulation be implemented on the east side of Springer Avenue between Maplewood Avenue and Main Street East; and  
(b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to eligible applicants residing in numbers 17, 21, 23, 25, 31 and 33 Springer and one parking permit to 87 Maplewood Avenue, and two parking permits to the resident and 29 Springer; and  
(c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come first served basis, provided that the maximum of 10 permits is not exceeded; and  
(d) That the City Traffic By-law No. 89-72 be amended accordingly.
6. (a) That, a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on both sides of the Moxley Drive between Gattineau Drive and Rideau Crescent; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.

7. (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Hillyard Street commencing at the north end and extending to a point 296 feet southerly therefrom; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
8. (a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8 a.m. to 6 p.m., Monday to Friday" regulation be implemented on both sides of Normandy Road between Auburn Avenue and Rodgers Road; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
9. (a) That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the north side of Canada Street between Ray Street and Pearl Street; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
10. (a) That the existing "No Parking 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of Hummingbird Lane between Skylark Drive and Bobolink Road be removed; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
11. (a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of James Street North between Burlington Street and Guise Street; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
12. (a) That the existing "Alternate Side Parking" regulation on Holton Avenue South between Cumberland Avenue and the south end be removed; and  
(b) The parking be prohibited on the east side of Holton Avenue South between Cumberland Avenue and the south end;  
(c) That the City Traffic By-law No. 89-72 be amended accordingly.
13. (a) That parking be prohibited on the east side of East 43rd Street between Deer Avenue and Queensdale Avenue East; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
14. (a) That parking be prohibited on the east side of East 22nd Street from Fennell Avenue to a point 222 feet southerly therefrom; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.

15. (a) That the existing "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on both sides of West 35th Street between Bendamere Avenue and the south end be replaced with an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulations such that parking is prohibited on the east side of the street during the winter months; and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
16. (a) That no action be taken on the request for all-way stop control at the intersection of Bendamere Avenue and West 33rd Street; and  
(b) That a "One Hour Parking Time Limit" regulation be implemented on both sides of West 33rd Street between Bendamere Avenue and Leslie Avenue; and  
(c) That the City Traffic By-law No. 89-72 be amended accordingly.
17. (a) That parking be prohibited on the west side of Viewpoint Avenue commencing at Mountain Park Avenue and extending to a point 93 feet southerly therefrom, and  
(b) That the City Traffic By-law No. 89-72 be amended accordingly.
18. (a) That a "Permit Parking" regulation be implemented on the west side of Elgin Street commencing at a point 93 feet south of Robert Street and extending to a point 20 feet southerly therefrom; and  
(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Patrick Lloyd, 109 Elgin Street;  
(c) That the City Traffic By-law No. 89-72 be amended accordingly.
19. (a) That stopping be prohibited on the south side of Barclay Street commencing at Paisley Avenue and extending to a point 67 feet westerly therefrom and from Paisley Avenue to a point 53 feet easterly therefrom; and  
(b) That stopping be prohibited on the south side of Barclay Street commencing at Newton Avenue and extending to a point 88 feet westerly therefrom and from Newton Avenue to a point 61 feet easterly therefrom; and  
(c) That the City Traffic By-law No. 89-72 be amended accordingly.
20. (a) That, the existing "Permit Parking" regulation on the east side of Grant Avenue between Stinson Street and Alanson Street be shortened such that the regulation commences at a point 95 feet south of Stinson Street and extends to Alanson Street; and  
(b) That the Director of Traffic Services be authorized to redistribute parking permits to eligible applicants residing in the block on a first come, first served basis provided that the maximum number of 6 permits is not exceeded; and  
(c) That the City Traffic By-law No. 89-72 be amended accordingly.



**Time Limit****Exemption Permit -  
115 Strathcona  
Street North**

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first six applicants residing in the building at No. 115 Strathcona Street North.

**Time Limit****Exemption Permit -  
401 - 150 Market St.**

That the Director of Traffic Services be authorized to issue a time limit exemption permit to Mr. Ian Sharp, 401 - 150 Market Street.

**Time Limit****Exemption Permit -  
169 Park Row South**

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first seven applicants residing in the building at No. 169 Park Row South.

**Parking Permits -  
Hess Street North**

- (a) That one of the two parking permits presently issued to Ms. Linda Sedore, 46 Hess Street North, be cancelled; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Rich Knuckle, 43 Hess Street North.

Mr. M. Main assured Alderman Christopherson that the situation would be monitored for a 6 month period and that any concerns would be forwarded to him.

**Arlington  
Road -  
Traffic  
Required  
to  
Stop**

As recommended by the Director of Traffic Services in a report dated June 29, 1990, the Committee forwarded the following recommendation to Council:

- (a) That northbound traffic on Arlington Road be required to stop for eastbound and westbound traffic on Glendee Road; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated July 12, 1990, the Committee recommended the following for Council's approval:

**Arno Street -  
Templemead St.**

- (a) That southbound traffic on Arno Street be required to stop for eastbound and westbound traffic on Templemead Drive; and

**Arno Street -  
Anna Capri Drive**

- (b) That northbound traffic on Arno Street be required to stop for eastbound and westbound traffic on Anna Capri Drive; and

**Traffic Required to  
Stop**

- (c) That the City Traffic By-law be amended accordingly.

**Three-Way Stop  
Control**

As recommended by the Director of Traffic Services in a report dated July 5, 1990, the Committee recommended the following for Council's approval:

- (a) That three-way stop control be implemented at the intersection of Atherley Drive and Rexford Drive.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated July 5, 1990, the Committee recommended the following for Council's approval:

- (a) That four-way stop control be implemented at the intersection of Monterey Avenue and Wexford Avenue;
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated July 5, 1990, the Committee recommended the following for Council's approval:

- (a) That southbound traffic on Sorrento Place be required to stop for eastbound and westbound traffic on Como Drive; and
- (b) That eastbound and westbound traffic on Como Drive be required to stop for northbound and southbound traffic on Torino Drive; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated July 16, 1990, the Committee recommended the following for Council's approval:

- (a) That southbound traffic on Cavell Avenue be required to stop for eastbound and westbound traffic on Primrose Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

The Committee agreed to table further a report from the Director of Traffic Services with regard to intersection control at Carriagegate Drive and Parkplaza Drive dated July 20, 1990.

Contrary to the recommendation of the Director of Traffic Services dated July 20, 1990, the Committee forwarded the following recommendation for Council approval:

- (a) That a 3-way stop control be implemented at the intersection of Princip Street and Rexford Drive, and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

Four-Way  
Stop  
Control -  
Monterey  
Avenue and  
Wexford Avenue

Sorrento  
Place -  
Como Drive - Traffic  
Required  
to  
Stop  
  
Como Drive -  
Torino Drive - Traffic  
Required to  
Stop

Cavell  
Avenue -  
Primrose Avenue -  
Traffic Required  
to Stop

Tabled -  
Intersection  
Control -  
Carriagegate Drive  
and Parkplaza Drive

Three-Way  
Stop  
Control  
Intersection  
of  
Princip Street  
and  
Rexford Drive

Tree Stump -  
126 Kensington  
Avenue

As recommended by Alderman Murray, the Committee agreed that the City be responsible for moving the tree stump at 126 Kensington Avenue from the tree which was killed as a result of the City paving the adjacent alleyway.

Pursuant to Alderman Agro's recommendation, the Committee recommended to Council that:

One  
Hour  
Parking  
Time Limit  
Augusta Street

That a One Hour Parting Time Limit 8:00 a.m. to 6:00 p.m., Monday to Saturday regulation be implemented on both sides of Augusta Street between Catharine and John Streets and that By-law No. 89-72 be amended accordingly.

Sanitation  
Depot Operation -  
2418 Barton St. E.

Mr. V. Passaretti and Mrs. A.M. Passaretti of 67 Janet Court, Mr. Kurt Jauering of 34 Janet Court and Mrs. Aurelia Gianfrancesco of 63 Janet Court were present to speak to the Committee regarding fumes, dust, garbage and noise associated with the Sanitation Depot operation at 2418 Barton Street East. They requested that the Committee take action to eliminate or reduce the adverse effects of this operation.

Following a brief discussion, the Committee concurred with the recommendation of Alderman Agostino that staff be requested to:

- (a) investigate the possibility of parking Sanitation vehicles elsewhere on the property; and
- (b) investigate the feasibility of erecting a noise buffer and that staff report to the Committee with regard to the foregoing.

Exemption from  
Sidewalk  
Installation -  
Lake Park  
Pointe Place

Mr. A. Thomas of 22 Lake Park Pointe Place was present on behalf of residents to oppose the construction of sidewalks on the west side of the Grays Road.

After brief discussion, the Committee agreed to forward the following recommendation to Council:

- (a) That the Subdivider be exempted from installing sidewalks on the west side of Grays Road in the Lake Part Pointe Subdivision, Plan M-449.
- (b) That if the owners of the lots on Grays Road petition the City of Hamilton to construct sidewalks within five (5) years of the date of the exemption by Council, then the Subdivider shall pay 100% of all costs (both the City's share and the Owner's share of the construction of the sidewalks) under the Local Improvement Act.

Adjournment

The meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

T. Agnello, Secretary  
July 23, 1990

Typed by M. J. Walton



Corporation of the City of Hamilton

Memorandum

\*\*\*\*\*

TO: Ms. P. Noé Johnson  
City Solicitor

YOUR FILE:

FROM: Mr. K. E. Avery  
City Clerk

OUR FILE:  
PHONE: 546-4587

SUBJECT: UNLAWFUL REMOVAL OF TREES

DATE: 1990 August 9

The following resolution of Alderman Brian Hinkley regarding the unlawful removal of trees was presented to City Council on 1990 July 31 for consideration and recommendation:

- (a) That the City Solicitor be directed to draft a by-law that provides for a fine of a maximum of \$10,000.00 on any person who, without obtaining the necessary approvals, removes a healthy tree from any public lands under the City's jurisdiction or control.
- (b) That no healthy tree shall be removed from any City public lands due to any proposed works without first receiving prior approval of the appropriate Standing Committee and City Council.
- (c) That the Planning and Development Committee be directed to include in all development applications a report on the number of healthy trees affected by the development and the measures recommended to protect, replace or mitigate against damage to existing trees.
- (d) Should any City Department Head, Supervisor or employee direct or be responsible for the removal of any healthy tree on public property without first receiving the required political approvals be subject to disciplinary action.

Following consideration, City Council directed that Alderman Hinkley's resolution be referred to staff for the preparation of an appropriate draft by-law for subsequent referral to the Transport and Environment Committee with the request that a public meeting be held to receive and consider input on the proposed by-law for submission to City Council through the Transport and Environment Committee.

*Jan Johnson*  
*for K. E. Avery*

c.c. Alderman B. Hinkley, Chairman, Finance and Administration Committee  
Mr. J. Pavelka, Director of Public Works  
Mr. A. Georgieff, Director of Local Planning  
Ms. T. Agnello, Secretary, Transport and Environment Committee



3.

FOR ACTION

REPORT TO: Miss Tina Agnello  
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 August 14  
COMM FILE:  
DEPT FILE: (4504)

SUBJECT: Fence request - 201 Bay Street North

RECOMMENDATION:

That the request by Mr. Frank Vassallo of 201 Bay Street North for the City to erect a chain link fence through his rear property be denied.



D. W. Vyce

FINANCIAL IMPLICATIONS: N/A

BACKGROUND:

Alderman V. Agro requested this department to discuss the possibility of the City erecting a fence through the property owned by Mr. & Mrs. Frank Vassallo.

As indicated on the attached plan the City owns the abutting property to the north-west of 201 Bay Street North. The City does have a chain link fence on the boundary of our property.

Mr. Vassallo's property elevation drops down from Bay Street North at the point of his rear garden. Mr. Vassallo would like a chain link fence placed at the edge of his garden which would dissect his property leaving a "no mans land" between the fence and the City's property.

Firstly, in consulting with the legal department, the installation of this fence at this location does not come within the City's fence policy and secondly, if a fence was installed Mr. Vassallo would lose possession of the remaining lands to the City after a ten year period.



Transport & Environment Committee  
14 August 1990  
Page 2

This matter was dealt with by the Transport & Environment Committee on October 14, 1986 and at that time the recommendation was to deny the request for the fence.

Attch.

c.c. Alderman V. Agro

Mrs. P. Noé Johnson, City Solicitor  
Attention: Mr. L. Farr

Mr. J. G. Pavelka, P. Eng., Director of Public Works



ABUTTING PRIVATE LANDS

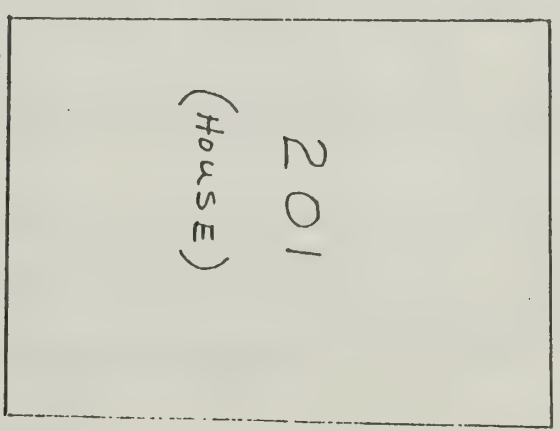
STEEP  
SLOPE  
(TREES IN  
THIS AREA)

LEVEL  
REAR  
YARD  
AREA

RAILWAY TIE RETAINING WALLS

ABUTTING PRIVATE LANDS

PROPOSED  
FENCE  
LOCATION



201  
(HOUSE)

SCHEMATIC REPRESENTATION  
REAR YARD  
201 BAY STREET NORTH

(NOT TO SCALE)

BAY STREET NORTH

FOR ACTION

FROM Department of Public Works

DATE 1986 September 15

TO Transport and Environment Committee

Refer To File No. 86-3062

Attention OF J.G. Pavelka

Your File No. \_\_\_\_\_

SUBJECT

Request for Fence and Tree Trimming - 201 Bay Street North

RECOMMENDATION

In response to a request for a fence and tree trimming in the rear yard at 201 Bay Street North, it is recommended that no action be taken on this request.

*City Council  
17th R.T. & L.  
Item 18  
Out. 14/86*

*J.G. Pavelka*  
J.G. PAVELKA, DIRECTOR

BACKGROUND

Alderman V. Agro has advised this Department of the request of Mr. Vassallo, 201 Bay Street North for the city to erect a fence on the level portion of Mr. Vassallo's rear yard immediately adjacent to the railway tie retaining wall.

The attached schematic plan shows that this retaining wall is entirely on Mr. Vassallo's lands. To confirm the private property limits, staff have arranged for a survey to be undertaken.

The City of Hamilton Fence Policy allows the city to cost share a boundary fence between "active" City lands and abutting private lands. Note that the policy requires the proposed fence to be a boundary fence -- which this is not.

Similarly, the City will not do tree trimming work on private lands -- primarily for liability reasons.

Accordingly, our recommendations must be to take no action on these requests.





CITY COUNCIL  
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

30 July 1990

Alderman H. Merling, Chairman  
Transport & Environment Committee

Dear Alderman Merling:

RE: FENCE AT THE REAR OF 201 BAY STREET NORTH

Attached are copies of correspondence relating to the above.

I would appreciate this matter being placed on the agenda of the next Transport & Environment Committee meeting for discussion and I believe the City should be responsible for the cost of this fence.

Could you please inform me of the date and time that this matter will be dealt with.

Thank you for your co-operation in this matter.

Sincerely,

*Vince Agro*  
Vince Agro  
Alderman, Ward 2

VJA:sn

Attch.

c.c. ✓ Ms. Tina Agnello, Secretary, Transport & Environment Committee  
Mr. F. Vassallo, 201 Bay St. N., Hamilton, L8R 2R1

## OFFICE OF THE CITY SOLICITOR

## Memorandum

\*\*\*\*\*

TO: Mr. D. W. Vyce  
Director of Property  
Attention: Mr. M Watson

FROM: Lorne E. Farr  
Assistant City Solicitor

OUR FILE: 60-3/90.1

PHONE: 546-4685

RE: Fence at Rear of 210 Bay St. North

DATE: 8 August 1990

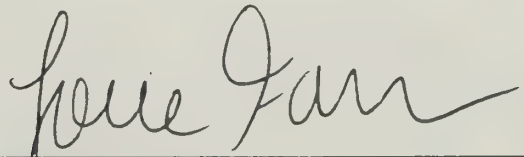
I have received your memo on the request by the owner of 210 Bay Street North to have the City share the cost of a new fence at this location. Your memo states the new fence, if built would not be on the actual boundary line, but would be ten feet from the boundary which is where the existing fence is located. From the diagram attached to your memo, I believe the existing fence is not encroaching on the City land, but encroaches 10 feet on the owner of 210 Bay Street North's land.

City Council on November 12, 1974 in adopting Item 8 of the Board of Control, established a fence policy. If the City occupies land abutting an existing fence and the fence has existed for 10 years or more the City will pay the one-half of the cost of new 4 foot chain fence. The City, however, will not pay for fences abutting ravines, road allowances or undeveloped lands, as this does not meet the definition the Board of Control used for "occupied land".

From your memo, it appears that the City land may be in a ravine. If the City land is ravine land then the City policy would indicate the City would not contribute for this fence. I suggest your Department view the area in question to determine whether the City land is a ravine. If your Department believes the City land is not ravine land or one of the other excepted types of land, then the City policy would allow the City to pay for one-half of the fence on the existing location if that fence had been there for 10 years or more.

.../2

For your information there is a City By-law 79-175, on Division Fences. If a fence is a true boundary fence as defined in the By-law, each owner must contribute to the cost of the fence. The City, however, exempted from this By-law.



---

Lorne E. Farr  
Assistant City Solicitor

LEF:bj

c.c. Mr. P. Hooker  
Manager Legal Services

c.c. Alderman V. Agro  
Ward 2





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

REAL ESTATE DIVISION  
PROPERTY DEPARTMENT

546-4505

9 July 1990

Mr. Frank Vassallo  
201 Bay Street North  
Hamilton, Ontario  
L8R 2R1

Dear Mr. Vassallo:

Re: Fence at the rear  
of 201 Bay Street North

Further to your conversation with Alderman Vince Agro regarding the above mentioned fence, please note that the City's current fence policy sets out that the cost of building a 4' chain link fence between "occupied" City lands and the abutting property is to be shared 50/50 with the abutting property owner paying half and the City paying half.

Should you wish to have a 4' chain link fence built and the City to share half the cost, or should you have any other questions, please contact the writer.

Yours truly,

Kevin Nutley  
PROPERTY OFFICER  
REAL ESTATE DIVISION

KN/ks

c.c. ✓ Alderman V. Agro



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4

Tel. (416) 546-4170  
Fax (416) 526-6665

Refer to File No. T103-54  
Attention of J.K. Clairmont  
Your file No.

July 3, 1990

Alderman V. Agro  
Hamilton City Hall

201 Bay Street North, Hamilton

Dear Alderman Agro:

Attached please find a copy of your letter dated June 4, 1990, concerning the above mentioned address.

We received this notice from Public Works on July 3, 1990 and have directed it to City of Hamilton Property Department, as this particular problem is outside of our jurisdiction.

*E. M. Gill*

E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

JKC:ju

cc: D. Lobo, City of Hamilton Public Works Department  
cc: K. Nutley, City of Hamilton Public Works Department



CITY COUNCIL  
HAMILTON, CANADA

Alderman Vince Agro

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71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

4 June 1991

Mr. J. Pavelka  
Director of Public Works

Dear Mr. Pavelka:

Once again I have been contacted by Mr. Frank Vassallo of 201 Bay St. N. about the fence to the rear of his property which abuts City owned property.

Could you please have someone contact Mr. Vassallo to see if something can be done to rectify this situation once and for all.

Thank you for your cooperation and I look forward to your reply.

Sincerely,

Vince Agro  
Alderman, Ward 2

VJA:sn

c.c. Mr. F. Vassallo, 201 Bay St. N., Hamilton, L8R 2R1



FOR ACTION

4(a)

REPORT TO: Mr. J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 August 8  
COMM FILE:  
DEPT FILE: 36.1.26  
(4509)

SUBJECT: Purchase of Land required for the Extension of  
Fieldway Drive from Fieldway Drive to Millwood Place -  
Luigi Mammoliti -  
Part of 844 Upper Wentworth Street -

RECOMMENDATION:

That an Option to Purchase executed by Luigi Mammoliti on August 7, 1990 and scheduled for closing on or before November 22, 1990 for the purchase of part of the property at 844 Upper Wentworth Street required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed.

Note: The subject property contains 1,287 square feet (119.56 square metres) and is shown as Parts 9 and 10 on Plan 62R-11054. Consideration in the amount of \$1.00 has been paid to the owners and forms part of the purchase price.

The purchase price of \$2.00 is to be charged to account CF 5698 528946015.

  
D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A) ✓

The City will recover all costs for this project including land, consultant's fees, construction and overhead, through the establishment of one foot reserves along the proposed roadway.

BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place. The City will establish a one foot reserve along the proposed roadway in order to recover all costs for this project including land, consultant's fees, construction and overhead.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor  
- Mr. E.C. Matthews, City Treasurer  
- Mr. T. Gill, Acting Regional Commissioner of Engineering  
Attention: Mr. G. Aston  
Attention: Mr. R. Douglas, Manager of Field Surveys



**CITY OF HAMILTON**  
**- INFORMATION -**

4(b)

**DATE:** 1990 August 16

**REPORT TO:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. D. W. Vyce  
Director of Property

DEPT. FILE: (2719)

**SUBJECT:** Crescent Oil Property  
- Cannon Street West

**BACKGROUND:**

On July 23, 1990, the Transport and Environment Committee were approached by a delegation of residents from the Cannon Street West - Caroline Street - Railway Street area who wished to discuss problems the neighbourhood was encountering with respect to the Crescent Oil Property at 136 Cannon Street West.

As a result of the airing of the residents views, the Transport and Environment Committee directed our Department to contact the owner/business operator of the premises to discuss the problems and the possible acquisition of the site.

On August 2, 1990, Mr. M. Watson and myself attended the premises of Crescent Oil and met with the President, Mr. Peter D. Ewen.

Our meeting revealed the following:

- a) Crescent Oil has been in existence at this location since 1905. The Ewen family have owned the business since 1928. A third generation of Ewen now operates the business. Three properties are involved:
  - i) 136 Cannon Street West, owned by Donald Ewen, Peter Ewen's father and leased to Crescent Oil.
  - ii) 134 Cannon Street East, owned by E. L. Ewen, Donald Ewen's wife and leased to Crescent Oil.
  - iii) 118 Caroline Street North, owned by Marian Ewen, Peter Ewen's wife and leased as a residential unit.
  - iv) a fourth legal interest in the property also exists by virtue of occupancy through a lease. The tenant of course is Crescent Oil.



- b) The site area used for business purposes contains 12,157 square feet. The site area of 118 Caroline Street North is 2,298 square feet. Approximately 9,200 square feet of building space is used for business purposes.
- c) Peter Ewen has said to us, "He really is happy where he is. This is a third generation operation and a lot of memories are contained in the place. He said his retail trade with its inherent high profit margin would be lost at a new location. He said he has no intentions of moving."

On the other hand, he did say "that for him to consider a move, it must be worthwhile to him, or he would not move."

- d) The site in my opinion is relatively clean. Most of the site is occupied by buildings. A portion of the site along Railway Street absorbed some oil due to a spill a few years ago. The absorption into the ground was not great. Mr. Ewen advises that he has had no fires at the premises; the materials stored are not as flammable as gasoline - they are oils.
- e) Mr. Ewen advises that he has attempted at all times to be a good neighbour asking the residents to contact him directly if there are any problems at all. For some time now, he has been parking his fleet of eight (8) vehicles off site to avoid any congestion of the neighbourhood and so as not to further antagonize the residents of the area.

### Conclusions

The aforementioned facts and our discussions with the Legal Department and other City staff have led us to the following opinions and conclusions:

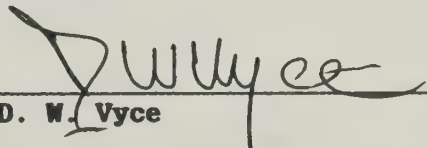
- a) There doesn't appear to be any specific municipal requirement for the property. In order for the City to purchase same, a clear reason for the purchase must be identified. If challenged, the purpose for the acquisition must be substantiated.
- b) It appears to us that expropriation procedures will likely be necessary if the City is to acquire the property. We have come to this conclusion based on comments of Mr. Ewen that he does not wish to move and even if he did, it would have to be worthwhile to him. The term "worthwhile" in our experience generally means "financially attractive".

We do not believe an Offer to Purchase the property would be financially attractive to Mr. Ewen and would be further compounded by the varied title interests in the property.

If expropriation is required, the City must substantiate before the Ontario Municipal Board that the acquisition is fair, sound and reasonably necessary to achieve the objectives of the City.

- c) Since the property touches the Central Neighbourhood Park, an obvious consideration would be to consider its acquisition for parks purposes. I have discussed this with the Director of Public Works. Our conclusion is that we could not support its acquisition for parks purposes. We considered access and parking for the park and found both to be adequate. The acquisition of the site, if contemplated for parks purposes was not considered in any budget deliberations and will have an impact on the 5% parks fund.
- d) In order to determine if a proposal is "worthwhile", an appraisal must be prepared. Since our staff are completely overwhelmed by a multitude of priority work assignments and since there are four varied interests in the property, I would recommend an appraisal report be obtained by an independent fee appraiser, if the City wishes to pursue the matter further and do it expeditiously. An appraisal of the four interests in the property would cost an estimated \$4,000.00. We have no funds within our budget to cover the cost of retaining the services of such a consultant.

In light of the above, we await direction from the Committee as to what further action our Department is to take towards the acquisition of the Crescent Oil property.

  
D. W. Vyce

c.c. Alderman V. Agro, Alderman, Ward 2  
Mr. Lou Sage, Chief Administrative Officer  
Mrs. P. Noé Johnson, City Solicitor  
Mr. J. G. Pavelka, P.Eng., Director of Public Works  
Mr. M.C.J. Watson, Manager, Real Estate Division  
Mr. R. Buckle, Chief Appraiser, Real Estate Division





5a.

**CITY OF HAMILTON**

**RECOMMENDATION**

**DATE:** 1990 August 8

**REPORT TO:** Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

**FROM:** Ms. P. Noé Johnson  
City Solicitor

**SUBJECT:** Expropriation of Lands Required for Extension of Forbes  
Avenue (33 feet x 220 feet) (55-79/90.1)  
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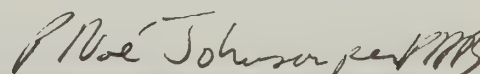
**RECOMMENDATION:**

That the City Clerk be authorized and directed to:

- a) Give Notice of the City's Application for Approval to Expropriate for highway and municipal purposes,
  - i) a parcel of land known municipally as Part of 1286 Upper James Street, measuring approximately 33 feet by 73.02 feet, described as Part 3 on Plan 62R-10161.
  - ii) a parcel of land known municipally as Part of 1276 Upper James Street, measuring approximately 33 feet by 84.54 feet, described as Part 4 on Plan 62R-10161.
  - iii) a parcel of land known municipally as Part of 11 Forbes Street, measuring approximately 72 feet by 33 feet, described as Part 5 on Plan 62R-10161.

These Notices will be given to all registered owners and tenants (as defined in The Expropriations Act) of the said lands.

- b) Advertise Notice of the City's Application in a newspaper as required by The Expropriations Act; and,
- c) Sign and receive the said Application for Approval of these Expropriations.



**P. Noé Johnson**

***FINANCIAL/STAFFING/LEGAL IMPLICATIONS:***

Payment of Compensation.

***BACKGROUND:***

On October 10, 1989 (Item 2, 16th Report, Transport & Environment Committee), Council authorized that steps be commenced to expropriate vacant lands at the rear of properties known municipally as 11 Forbes Avenue, 1276 Upper James Street and 1286 Upper James Street for the extension of Forbes Avenue. As the required lands have been surveyed and searched, the next step under The Expropriations Act is to apply for approval of these expropriations and to give Notice of the City's intention to the owners as authorized by the above recommendation.

Each Notice shall indicate that an Inquiry, to be held by an Inquiry Officer appointed under the Act, may be requested. If any Inquiry is held, the Inquiry Officer will report to Council as to whether or not the proposed expropriations are fair, sound, and reasonably necessary to achieve the expropriations' objectives. Subsequently, if no Inquiry is requested or after an Inquiry is held, Council may then consider enacting an Expropriation By-law.

The expropriation of these vacant lands had been recommended because attempts to purchase the vacant lands had failed. Both the Developer of the abutting lands and the Property Department have attempted to negotiate the purchase of these vacant lands without success. The Developer has received draft approval for of the plan of subdivision subject to the condition that the vacant lands be acquired by the City for the purpose of road access to the development by the extension of Forbes Avenue.

c.c. Mr. D. W. Vyce, Director of Property

5b.

**CITY OF HAMILTON**

**- RECOMMENDATION -**

**DATE:** 1990 August 15

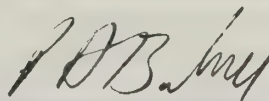
**REPORT TO:** Ms. Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Peter A. Barkwell  
Litigation Counsel  
Office of the City Solicitor

**SUBJECT:** Greenhill Gardens Phase 2/ Plan 62M-494  
Sergio Battista - 142 Cherryridge Close

**RECOMMENDATION:**

1. That the City require Cochren Construction Company Limited, the Subdivider, to retain a Consulting Engineer to provide a report to the Commissioner of Regional Engineering with respect to lot grading in Greenhill Gardens, Phase 2, Plan 62M-494, addressing specifically drainage problems at Lot 5 (142, Cherryridge Close), including, a recommendation for the elimination of drainage problems at Lot 5 (142, Cherryridge Close) and, if required, the submission of a proposed amended grading plan for the subdivision. This report to be submitted to the Commissioner of Regional Engineering on or before September 15, 1990.
2. That Litigation Counsel report back to the Transport and Environment Committee with respect to the Consulting Engineer's report, together with a recommendation for resolution of the lot grading in this subdivision and the drainage problem at Lot 5, Plan 62M-494 (142 Cherryridge Close) at the first meeting of the Transport and Environment Committee in October 1990.

  
\_\_\_\_\_  
Peter A. Barkwell  
Litigation Counsel

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A



**BACKGROUND:**

Mr. Sergio Battista, the owner of 142 Cherryridge Close has written to the Committee with respect to his drainage problems which are ongoing.

**DISCUSSION:**

This matter arises out of a Subdivision Agreement with respect to Greenhill Gardens, Phase 2, Plan 62M-494. The Subdivider is Cochren Construction Limited.

Attempts to resolve these problems have been ongoing with Mr. Battista, the Engineering Department, and the Office of the City Solicitor since the Fall of 1988. To date, we have been unable to achieve a resolution which would be satisfactory to Mr. Battista.

The problem arises from the fact that Mr. Battista's house was constructed slightly lower than it should have been. In addition, lots up the street from him on Cherryridge Close have been either built higher than intended or raised by their current occupants. The result is that the intended drainage pattern has been disturbed and more water is channelled through Mr. Battista's lot than was intended by the original plan. Mr. Battista therefore experiences problems with pooling and run-off during rain storms.

A number of resolutions have been discussed previously many of which have been unacceptable to Mr. Battista. All of these proposals have centered upon the desire to resolve the drainage problem on Mr. Battista's property without the necessity of regrading all of the adjoining lots with resulting disruption to existing landscaping etc. Proposals were made for the installation of a catch basin in the corner of Mr. Battista's yard connected to the storm sewer but Mr. Battista did not wish to surrender any portion of his property to the necessary grate and catch basin.

At present, the only actual drainage problem of which we are aware is on Mr. Battista's lot and the remainder of the Subdivision, although not in accordance with the approved grading plan, apparently drains satisfactorily so far as the residents are concerned. These homes have been completed and occupied for over two years. We are, therefore, reluctant to recommend that the Committee instruct the Legal Department to enforce the provisions of the Subdivision Agreement which would require court action and perhaps subsequent regrading of the other lots in the Subdivision. In addition, our experience with this type of action is that they have gone on in the courts for four to five years without yet reaching a satisfactory conclusion. Our aim is to find a resolution which can be effected now and not at some distant date.

A meeting was held on Wednesday, August 15, 1990, between a representative of the Legal Department, a representative of Regional Engineering, a representative of the Subdivider and Mr. Battista. At that time, progress was made with respect resolving this problem.

A proposal was put forward which would involve the installation of an underground tile drain on Mr. Battista's property which would not entail any surface obstruction. Mr. Battista is considering whether he is prepared to agree to that installation.

In addition, the Subdivider has agreed to retain a Consulting Engineer to review the grading in this Subdivision and report to the Regional Engineering Department with respect to:

1. Whether there are other grading problems in this subdivision.
2. A recommended solution to the drainage problem on Mr. Battista's property.
3. If necessary, a proposal for an amended grading plan for this subdivision.

At the conclusion of our meeting on August 15, 1990, all parties were in agreement that this course of action would be followed and that following receipt of the Consulting Engineer's report a further Recommendation from Litigation Counsel would be made to the Transport and Environment Committee at its first meeting in October 1990. It is hoped that all parties will be able to reach a mutually satisfactory agreement which will then be reflected in the Recommendation to the Committee.

- c.c. P. Noé Johnson  
City Solicitor
- c.c. Mr. Sergio Battista  
142 Cherryridge Close  
Hamilton, Ontario  
L8G 4X8
- c.c. Mr. Konrad Brenner  
Regional Engineering
- c.c. Mr. M. Cochren  
Cochren Construction Ltd.





File 6a  
Corporation of the City of Hamilton

Memorandum

\*\*\*\*\*

TO: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works  
YOUR FILE:

FROM: Miss Tina Agnello, Secretary  
Transport and Environment Committee  
OUR FILE:  
PHONE: 546-2729

SUBJECT: SANITATION DEPOT - 2418 BARTON ST. EAST  
DATE: 1990 July 29

Please be advised that the Transport and Environment Committee at its meeting of July 23, 1990 adopted the following:

- (a) investigate the possibility of parking Sanitation vehicles elsewhere on the property; and
- (b) investigate the feasibility of erecting a noise buffer and that staff report to the Committee with regard to the foregoing.

I will hold the above-noted matter in abeyance until the next meeting of the Transport and Environment Committee on August 20, 1990.

*T. Agnello*

c.c. Alderman H. Merling  
Alderman D. Agostino  
Alderman F. Lombardo  
Mr. D. Lobo  
Public Works Department  
Mr. D. W. Vyce  
Director of Property

*In August Mtg*

## FOR INFORMATION

REPORT TO: Ms. T. Agnello  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 August 14  
COMM FILE: 3-14.1  
DEPT FILE: 90-1030

SUBJECT: Sanitation Depot  
- 2418 Barton Street East

### BACKGROUND:

At its meeting on Monday, July 23, 1990, the Transport and Environment Committee adopted the following:

- a) investigate the possibility of parking sanitation vehicles elsewhere on the property and
- b) investigate the feasibility of erecting a noise buffer and that staff report to the Committee with regard to the foregoing.

To respond to the Committee's direction, staff met with Alderman D. Agostino and some of the residents in the yard on Tuesday, August 7, 1990 between 3:15 and 4:00.

To correct a misunderstanding, the Committee should first understand this Sanitation Depot is the only depot accommodating the entire City of Hamilton. For that reason all 32 refuse compactors are parked and maintained at this location. As well the sanitation staff, approximately 80 in total (2 labourers and drivers per compactor) commute to this location and require parking for their vehicles.

Accordingly, sufficient space is required beyond the building to accommodate approximately 32 refuse compactors and approximately 80 vehicles belonging to the staff.

Presently, the parking arrangements as outlined on Appendix A "Location of Sanitation Yard"; accommodated 28 refuse packers along the east side of the rear lot, 4 packers behind the City's own building and the employees vehicles along the west side and the middle of the lot.

Arrangements were made to minimize the visibility of the refuse packers by reducing the number being parked at the rear along the east side of the lot as outlined in Appendix B. To do this:

1. One packer about to be traded was taken away from this yard.
2. Ten packers were parked to the rear of the block building owned by Rainbow Gas Bars, along the west side. These packers were parked against the block wall so that they would be out of sight of the residents on Janet Court.
3. Seven packers were parked to the rear of the City's own building.
4. The remaining 14 packers were parked along the easterly limit of the City's property, the far side from where the residents on Janet Court were concerned. Barton Auto Collision is along the east side of the City's property and because it is along the east side of the City's property and because it is an automotive business, it will not likely have the same concerns that the residents will have.
5. There is provision within the City's building to store 4 packers. Contingent on the repairs being undertaken, arrangements will be made to keep 2 or 3 of the packers overnight.

To even further camouflage the sanitation yard for the residents of Janet Court backing onto the yard, arrangements will be made in the fall to plant trees on the City's property at the rear of their properties.

As opposed to planting the trees now, the delay is being recommended to avoid the dry, hot summer season so that the planting will occur in the fall, the best time to plant trees.

As well, to clean up this area of the sanitation yard, the existing chain link fence will be removed wherever it is duplicated by the recently installed 6 foot high board fence. When the residences on Janet Court were built, the board privacy fence was supplied and installed by the developer.

Currently, there are weeds and grass trapped between the narrow space between the board fence and the chain link fence. To remove this problem, it is reasonable to remove the City's chain link fence.

To protect the trees to be planted, it will be necessary to install guide rail along this side of property so that when cars are backed into parking locations, no damage is done to the trees.

Due to the number of vehicles being parked in the City's yard and the remaining limited space, it was not reasonable to install an earth berm. To install an earth berm for every foot of height it is necessary to have 4 feet of base to place the earth. Accordingly, it was resolved that the screening could best be accomplished by retaining the resident's privacy fence and planting trees along the rear of their properties.



## COSTS

1. No costs for rearranging vehicles.	
2. Removing chain link fence -	\$1000.00
3. Supplying and installing steel beam guide rail -	\$6000.00
4. Supplying and planting trees - \$250/tree @ 30 foot centre 9	\$2250.00
<hr/>	
All costs can be charged to existing Street Division activities.	
TOTAL COSTS	\$9250.00

The only activity for the Committee to be aware of the impact on existing activities is the supplying and planting of the trees. By allocating these funds for this work, there will be that much less for the tree planting on road allowances.

## PROPOSED NEW DEVELOPMENT

A while ago, the City sold a portion of this yard to a developer so that a new development to the south of the yard could proceed. Knowing that the road and the servicing is in for this development, it is expected that the lots will be sold and built on. Anticipating the same problem that the residents on Janet Court are experiencing, the attached letter was prepared and with the Committee's approval, will be mailed to the developer by registered mail.

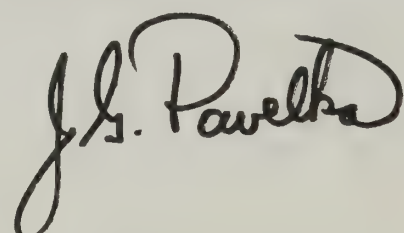
Unfortunately, when this plan of subdivision was processed through the approval stages, the Planning Department did not make any requirement for screening and/or berming on the north side of Eastgate Court to screen the sanitation yard and the refuse packers from the view from the lots.

## PROPOSED LAND USE

In addition to the single family residential development presently underway, the approved neighbourhood plan makes provision for "attached housing" to be located to the north of Eastgate Court as shown on the attached plan Appendix C. If this "attached housing" were to proceed, provision is made in the neighbourhood plan for a 15' wide planting strip to screen/separate the "attached housing" from the lands fronting onto Barton Street East.

So according to the neighbourhood plan if the City and other property owners sell off the rear of their respective properties, "attached housing" could be developed in this area. If this was to proceed, then the residents on Janet Court would not be backing onto the City's Sanitation Yard lot but would be backing onto "attached housing".

JGP/rb  
attachment



cc D. Lobo, Manager of Streets and Sanitation  
A. Georgieff, Director of Local Planning

BARTON STREET EAST

NORTH

RAIN BOW GAS BAR

2416

2418

2420

2434

S-419

EXISTING  
CHAIN  
LINK  
FENCING  
TO BE  
REMOVED

BARTON AUTO  
COLLISION

Lmr

JANET COURT

TALIA CT.

C

BLOCK 43

EASTGATE

C

VILLAGE ROAD

APPENDIX A

LOCATION OF  
SANITATION YARD

BLOCK 28

BLOCK 29

BLOCK 30

134

130

126

122

Lmr.1



BARTON STREET EAST

NORTH

S-419

RAINBOW GAS BAR

2416

2418

2420

2434

BARTON AUTO  
COLLISION

Lmr

ANET COURT

TALIA CT.

C

BLOCK 43

EASTGATE

C

VILLAGE ROAD

APPENDIX B

LOCATION OF  
SANITATION YARD

CK 27

CK 26

L-r

ESCENT

Lmr-1





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

90-1030

1990 August 14

Mr. M. Rogue  
Landmart Building Corporation  
800 Queenston Road  
Stoney Creek, Ontario  
L8G 1A7

Dear Mr. Rogue:

Subject: Sanitation Yard  
- 2418 Barton Street East

Recognizing that you are the developer proceeding with the residential development at the end of Eastgate Court, this letter is to advise you that the City of Hamilton has no intention of relocating the Sanitation Yard at 2418 Barton Street East.

Within the Eastgate Heights Extension Subdivision, Landmart Building Corporation is developing the lots on the south side of Eastgate Court. As you know these lots will be facing a portion of the City of Hamilton's Sanitation Yard where the 32 refuse packers used in the City are stored.

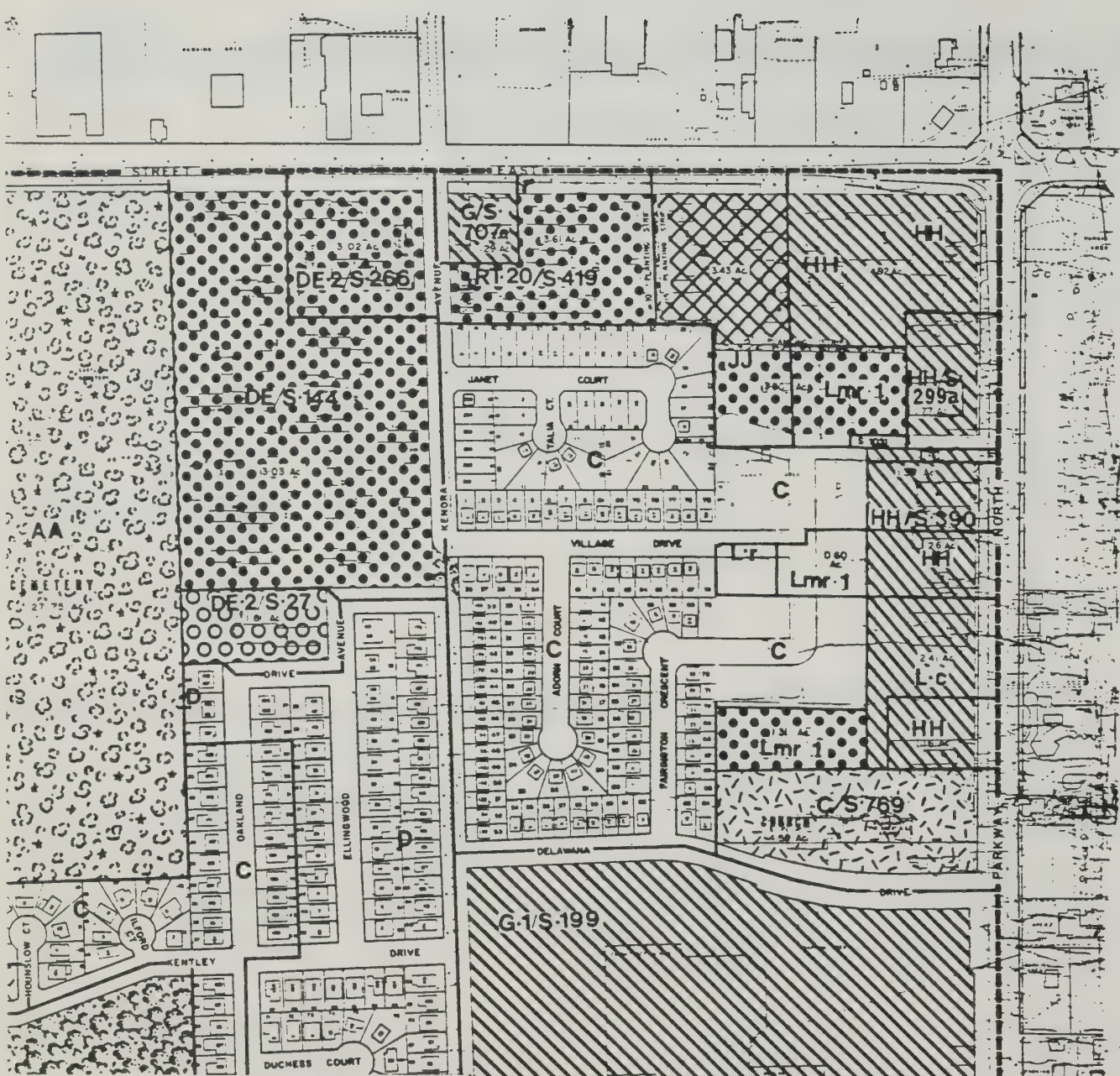
Contrary to any rumours that you may have heard, there are no formal plans to relocate this yard or the refuse packers from this location. You should appraise any builders and potential homeowners of this so that they are not under the impression that the view from these lots will be improved by the City relocating the yard and/or the refuse packers.

Aside from providing this notice, to assist in screening the view from the residences that ultimately will be built on these lots, as the developer you should make the necessary arrangements to provide sufficient trees along the north side of this cul-de-sac. Ideally this screen will camouflage the yard and the refuse packers will be "out-of-sight" and therefore, "out-of-mind".

Yours truly,

J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

JGP/rb

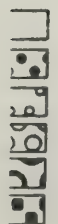


te: This is a GUIDE PLAN only and is subject to change. For details contact the local planning commission or the Regional Municipality of Hamilton-Wentworth.

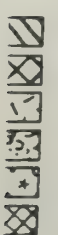
EXISTING POPULATION (1985) 4028

## LAND USE

### RESIDENTIAL



- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial and apartments



- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

--- Neighbourhood Boundary  
 --- Zoning Boundary

Approval  
 Planning Committee JULY 9, 1970 Council SEPT. 22, 1970

Latest Revision Date JULY 28, 1988

CITY OF HAMILTON  
 Planning Department

KENTLEY  
 APPROVED PLAN





6b.

FOR ACTION

REPORT TO: Tina Agnello  
Secretary, Transport and Environment Committee

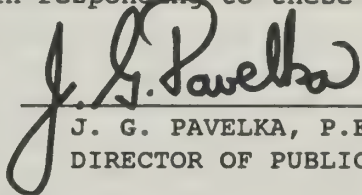
FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 Aug. 13  
COMM FILE: 3-2.2  
DEPT FILE: 90-1002

SUBJECT: Administration and Processing Fee - Public Works Department

RECOMMENDATION:

That approval be given for establishing a \$15.00 administration and processing fee, in the Public Works Department for handling requests from legal firms to verify the status of snow clearing and weed cutting charges which are filed against their clients' properties; and, that this fee be increased annually for the rate of inflation rounded to the next dollar, to offset the City's administrative and processing costs in responding to these requests.

  
J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Increased annual revenues generated by these fees are to be based on 1989 files:

Responding to outstanding charges on property taxes with respect to snow clearing and weed cutting charges

\$15 x estimated 1275 letters = \$19,125 annually

to offset overtime and use of additional contract staff to cope with processing.

BACKGROUND:

The Public Works Department was called upon to clear snow on sidewalks or cut weeds on properties on approximately 595 occasions during 1989 when the owner(s) failed to comply with the by-laws. The work is done as the result of complaints being received from the public through telephone calls or letters. Each complaint requires office staff's time to complete the appropriate form, follow-up, prepare correspondence and record the charge against the property. The Public Works Department received 1275 requests in 1989 and 711 to date in 1990 from lawyers representing their clients in property sales. The requests are to determine if there are any outstanding weed cutting and snow clearing charges incurred by the Public Works Department and which would be added to the property taxes owing.



The \$15 fee is based on the estimated costs of staff time (up to an hour of Salary and benefits) plus materials, supplies and postage.

Salary and Benefits for one hour*	\$13.65
Materials, supplies, photocopying and postage	\$ .50
Total	\$14.15

- \* One hour is the approximate amount of time required by staff to:
- enter and record the request from the legal firm (5 minutes)
  - check the property assessment number (20 minutes)
  - check accounts to determine if there is an outstanding balance (8 minutes).
  - check with field staff to determine if there is a very current charge in process (approx. 10 minutes)
  - prepare, record and mail the written response (approx. 10 minutes)

Total Approx. Time Spent is 53 minutes.

The administrative processing fee is consistent with similar charges in other Departments such as Treasury (\$10 for Tax certificate) and Building (\$30 for verification re: unfinished/outstanding construction).

CONCLUSIONS:

There are time periods, particularly during the winter season, when existing work loads and snow emergencies can cause a backlog in processing these requests. During such times temporary staff are brought in on a short-term basis to ~~assist~~ with these increased work loads. Some of the revenues generated through this fee will be utilized to offset the costs of bringing in supplementary (temporary) staff occasionally required at peak work times to allow processing these requests.

JGP/DJF/jh

c.c. E. C. Matthews, City Treasurer  
D. Lobo, Manager of Streets and Sanitation

FOR ACTION

7.

REPORT TO: T. Agnello, Secretary  
Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1990 August 13  
COMM FILE:  
DEPT FILE: C22-9-90

SUBJECT: REMOVAL/REPLACEMENT UNDERGROUND FUEL TANKS

RECOMMENDATION:

- a) That purchase orders be issued for the removal and/or replacement of Underground Fuel Tanks in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Stremler Equipment Service Ltd., Ancaster

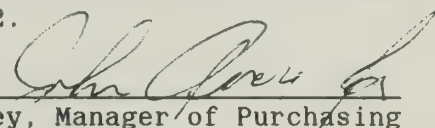
In the amount of \$94 679 for tank removal/replacement at Public Works Districts #1, 4 and City Hall Garage.

Claybar Contracting, Div. Serv-A-Station Maintenance, Dundas

In the amount of \$39 795 for tank removal/replacement at Fire Stations #10, 11, 13 and Public Works District #2.

- b) That a contract be entered into with Stremler Equipment Service Ltd. satisfactory to the City Solicitor.

NOTE: Lowest acceptable of four (4) tenders received. Funds provided in Fleet Services Underground Fuel Tanks Account #5200 CF649041007 (\$130 174) and Works Yard Turner Farm Account #5301 CF608741002.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A) ✓ ✓

BACKGROUND: Tender Analysis

	<u>Public Works Districts #1, 4, City Hall Garage</u>	
	<u>Total Amount Bid</u>	<u>Evaluated Bid</u>
Stremler Equip., Ancaster	\$ 94 679	\$ 80 577.00
Claybar Cont., Dundas	95 685	95 685.00
Demik Construction, Hamilton	101 825	86 551.25
Wm. Groves, Hamilton	155 600	132 260.00
	<u>Fire Stations #10, 11, 13 and Public Works District #2</u>	
Claybar Cont., Dundas	\$ 39 795	\$ 39 795.00
Stremler Equip., Ancaster	48 978	41 631.50
Demik Construction, Hamilton	56 850	48 322.50
Wm. Groves, Hamilton	78 700	66 895.00





8a.

FOR ACTION

REPORT TO: T. AGNELLO  
SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL  
ACTING COMMISSIONER OF ENGINEERING

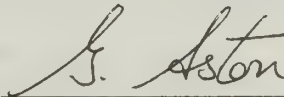
Date: 90 July 12  
Comm. File:  
Dept. File: E220-0210

SUBJECT:

Proposed opening of a 9.7 metre by 30.2 metre portion of Sanatorium Road and the lifting of a 0.30 metre reserve to provide access for a lot severance at 26 Leadale Place.

RECOMMENDATIONS:

- a) That upon receipt of an appropriate survey plan prepared at the expense of the applicants, Mr. & Mrs. H. Stonehouse a By-Law to extend Sanatorium Road as a public highway from the south-west limit of 26 Leadale Place to a point 9.7 metres easterly, including a portion of the 0.30 metre reserve, be enacted by Council.
- b) That the Commissioner of Engineering be authorized and directed to register the By-Law.

  
\_\_\_\_\_  
E.M. Gill  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The applicants, Mr. & Mrs. H. Stonehouse, will be responsible for the expenses incurred by the proposed severance of their property. The roadway currently exists and sewer and water services are available. There are no outstanding costs attributable to the 0.30 metre reserve.

Cont'd....

-Page 2-

July 12, 1990

BACKGROUND:

The owners of 26 Leadale Place are proposing to sever their lot and provide access to the conveyed lot via the turning circle at the eastern limit of Sanatorium Road. This section of roadway was included in By-Law 71-93, a By-Law to close Sanatorium Road in the vicinity of Mohawk Road. In addition, a City of Hamilton 0.30 metre reserve exists along the south limit of the proposed severance. As a condition of approval, access to private property must be available from a public roadway. Therefore to complete the severance, a By-Law must be passed to designate a 9.7 metre section of Sanatorium Road as a public roadway, and to lift a 9.7 metre section of a 0.30 metre reserve on the north side of Sanatorium Road. The location of the proposed severance and extension of Sanatorium Road are illustrated on the attached plan. The balance of the land to the east of Sanatorium Road is owned by the City and used as a mini park.

LR:rbo

Attachment

cc: E.C. Matthews. City Treasurer  
cc: K. Avery, Clerk, City of Hamilton  
cc: P. Noe Johnson, City Solicitor  
cc: D. Vyce, Real Estate  
cc: D. Onishi, Director of Engineering Services

471

LOT 455

ARC=13.72  
RADIUS=15.24  
CHORD=13.26  
N 28°48' W

489

EASEMENT IN FAVOR OF

BLOCK 'U' - INST. No. 124024 H.L.  
(LANDS OF THE CITY OF HAMILTON)

Existing Eastern Limit

SANATORIUM ROAD

ROAD - NAME CHANGED BY BY-LAW 68-1, 1968  
(ENTERED IN INSTRUMENT No. 80085 A.B.)

ALLOWANCE BETWEEN CONCESSIONS 5 AND 6

SANATORIUM ROAD

ENACTED BY BY-LAW No. 8138 OCT. 29, 1957  
INSTRUMENT No. 28111 H.L.

BLOCK 'A'  
REGISTERED PLAN No. 1146

AS COPIED FROM PLANS AND RECORDS  
THIS OFFICE AND IS NOT BASED ON AN  
ADDITIONAL SURVEY.

THIS MAP IS PREPARED TO ACCOMPANY AN APPLICATION  
TO THE DIVISION COMMITTEE REQUESTING A GRANT  
OF EASEMENT AND IS NOT INTENDED FOR REGISTRATION.

THE POINT IS REFERRED TO THE  
NORTH END OF LOT 454 AS SHOWN ON REGISTERED  
PLAN No. 1146 HAVING A BEARING OF N 70°57' W

PROPOSED SEVERANCE

AREA= 546 m<sup>2</sup> (5879 sq ft.)

0.30m x 9.7m  
reserve to  
be lifted

BLOCK 'U'  
(0.30m RESERVE)

4.57m PORTION OF BLOCK 'U'  
TO BE INCORPORATED INTO  
PROPOSED SEVERANCE

ROAD CLOSED BY BY-LAW No. 71 93 DATED MARCH 30, 1971  
INSTRUMENT No. 200234 A.B.

9.7m extension of  
Sanatorium Road

4.57m EXTENSION EASTERLY  
OF SANATORIUM ROAD

LOT 17 - CONCESSION 5  
GEOGRAPHIC TOWNSHIP OF BARTON

1:400





86.

FOR ACTION

REPORT TO: T. ANGELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: July 11, 1990  
COMM FILE:  
DEPT FILE: E308-02C

SUBJECT

PPM Canada Inc. Decontamination of PCBs for Hamilton Hydro

RECOMMENDATIONS

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

- i) The City of Hamilton has no objection to PPM Canada Inc. carrying out PCB decontamination of 18,184 litres of PCB contaminated mineral oil at Hamilton Hydro's 450 Nebo Road facility in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- ii) No specific City of Hamilton or Regional permits are required for the work proposed by PPM Canada Inc;
- iii) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

*Ted Gill*

\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

Cont'd...

-page 2-  
July 11, 1990

PPM Canada Inc. Decontamination of PCBs for Hamilton Hydro

Cont'd...

BACKGROUND

Hamilton Hydro, in an effort to improve the environment, has hired PPM Canada Inc. to carry out on-site PCB decontamination at its facilities located at 450 Nebo Road in Hamilton.

PPM Canada Inc. has made application to the MOE for site approval to carry out the PCB decontamination. The application by PPM Canada Inc. to the MOE covers the destruction of 18 184 litres of PCB contaminated transformer oil contained in 90 forty-five gallon drums. The transformer oil contains less than 1200 parts per million (ppm) of PCBs.

PPM Canada Inc. and the PCB destruction technology used by this company has been fully recognized and approved by the MOE. The decontamination process involves a chemical reaction in which the PCBs are destroyed through dechlorination. The reaction occurs inside a mobile processing unit (MPU). The oil is circulated through the process until the PCB content is reduced to a non-detectable level less than 2ppm. Materials which contain PCBs at concentrations greater than 50 ppm are considered to be PCB waste.

The cleansed oil will be received and processed by a MOE licenced company Breslube Ltd. of Breslau, Ontario.

The work proposed by PPM Canada Inc. is fully detailed in its site application for Certificate of Approval submission to the MOE. A copy of this submission is available from the Regional Engineering Department.

The PCB decontamination process will be carried out entirely on Hamilton Hydro property. The 450 Nebo Road site is located in a industrial district.

Cont'd...



-page 3-  
July 11, 1990

PPM Canada Inc. Decontamination of PCBs for Hamilton Hydro

Cont'd...

BACKGROUND (Cont'd)

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work, once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

PPM Canada Inc. officials will schedule the work to be carried out over a period of seven consecutive days, commencing on August 25, 1990, once MOE approval is granted.

 EAG/md



F O R   A C T I O N

8c.

REPORT TO:   MS. T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:        E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE:   July 16, 1990  
COMM FILE:  
DEPT. FILE:   S723-45

SUBJECT:

Establishment of a storm and sanitary sewer easement along the front of lots 1 to 7, inclusive, in the Wheten Court Subdivision.

RECOMMENDATION:

1. That the Mayor and City Clerk be authorized and directed to grant a four meter sewer easement to the Region, along the front of lots 1 to 7 inclusive, in the Wheten Court Subdivision.
2. That the City Solicitor be directed to prepare the documents for a sewer easement agreement to be executed by the Region.

*Ted Gill*

\_\_\_\_\_  
E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS:

The approval of this report does not involve any City expenditure other than incidental staff time cost.

ANALYSIS

In adopting item 7 of the 12th Report of the Transport and Environment Committee, City Council on August 30, 1988 approved the authorization to develop a residential subdivision on the City's Public Works Yard at Mohawk Road East and Warren Avenue.

The original plan of subdivision was reviewed by the Planning Department and they were able to redesign the subdivision to include two extra lots (\$160,000.00 current market value) plus saving approximately \$48,000.00 in servicing costs by eliminating the court at Norrie Avenue.

Cont'd ...



-Page 2-  
July 16, 1990

Establishment of a storm and sanitary sewer easement along the front of lots 1 to 7, inclusive, in the Wheten Court Subdivision.

Cont'd ...

The revised plan (attached) was forwarded to the Planning and Development Committee and was adopted and approved by City Council on March 28, 1989.

The revised plan of subdivision now shows seven lots (Lots 1 to 7) which front on Mohawk Road East. Servicing these lots would require seven individual road cuts along Mohawk Road East to connect each lot. Not only would this be very expensive but would cause a major disruption of the flow of traffic along a heavily travelled thoroughfare.

An alternative to servicing the lots off of Mohawk Road would be to have the Region take a four metre easement across the frontage of the seven lots (lots 1 to 7) to Warren Avenue. This would avoid cutting Mohawk Road East, creating a disruption in traffic and possibly save some costs to the City. This proposal is considered reasonable and acceptable by staff and the final result would be in accordance with Regional policy.

MJ:ccc

cc: L. Farr, City Solicitor's Office  
cc: M. C. F. Watson, Real Estate Division







8d.

\*\*

FOR ACTION

REPORT TO: Ms. T. Agnello, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. Gill, P. Eng.  
ACTING COMMISSIONER OF ENGINEERING

DATE: July 24/90  
COMM FILE:  
DEPT FILE: S702-45

SUBJECT:

Salci Developments Inc. (formerly Millen Construction) one foot reserve Beaverton Drive.

RECOMMENDATION

That the City convey to Salci Developments Inc. the 1' Reserve adjacent to the south limit of Beaverton Drive and the east limit of Acadia Drive (shown as Part 1 on MacKay, MacKay and Peters Plan 62R-11310) for the sum of \$1.00 provided that owner enters into an agreement with the City of Hamilton to provide for the recovery of all land and servicing costs and for the execution of subdivision agreements with the City and with the Region of Hamilton-Wentworth.

*Ted Gill*

\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

None

BACKGROUND

The land owner on the south side of Beaverton Drive has initiated developing his lands into a Plan of Subdivision known as Beaverton Estates. He has made application to have these lands incorporated under Land Titles. The one foot reserve adjacent to his property is owned by the City of Hamilton, excess of road allowance requirements and when he made application, the City gave consent and waiver of Notice to Salci Developments to have City lands covered under Land Titles. The Ministry of Consumer and Commercial relations state that consent and waiver are not satisfactory therefore, will not continue to process the application.

-Page 2-  
July 24, 1990

BACKGROUND cont'd

Processing a separate application for the City lands in the name of the City would take approximately twelve months, which is too long for the developer to wait.

If the City would consider transferring title of City lands to the Developer as outlined above it would speed up the land titles application considerably.

The Schedules of works for the Regional Subdivision Agreement were approved by Regional Council June 19, 1990 and the City schedules were approved by City Council June 26, 1990. Our department is in the process of compiling Subdivision Agreements for the City and Region to send to the Owner in the very near future.

PS:mlm

cc: E. C. Matthews, City Treasury Department  
cc: L. Farr, City Solicitors Office

F O R   A C T I O N

8e.

REPORT TO:    T. AGNELLO, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            E. M. GILL  
                  ACTING COMMISSIONER OF ENGINEERING

DATE:    July 25, 1990  
COMM FILE:    3-11.6  
DEPT FILE:    T103-52(98)  
ID #0043D

SUBJECT:

Discharge of Encroachment Agreement  
25 Augusta Street

RECOMMENDATION:

- i) That the request of A. Camani, owner of 25 Augusta Street, to discharge the encroachment agreement for this address, Instrument No. 145734 C.D. registered on December 7, 1979, be approved subject to the payment of the \$126.00 discharge fee.
- ii) That the appropriate civic officials be authorized to execute the documents in relation to this discharge.

*Ted Gill*

---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

BACKGROUND

Mr. A. Camani, owner, of 25 Augusta Street has requested that the encroachment agreement for an air conditioning unit at the above mentioned address be discharged.

Mr. Camani is also requesting that the discharge fee of \$126.00 be waived in this case due to the fact that when Mr. Camani purchased 25 Augusta Street in 1985 there was no air conditioning unit encroaching on the city property. Mr. Camani states that he has paid the annual fee of \$20.00 since 1985 without realizing that the fee was not required. The City of Hamilton Treasury Department has confirmed that the annual encroachment fees for this property have been paid up to date.

Cont'd ...



-Page 2-  
July 25, 1990

Discharge of Encroachment Agreement  
25 Augusta Street

Cont'd ...

The standard encroachment agreement states that it is incumbent upon the owner to inform the City Clerk that an encroachment is no longer in existence.

A field investigation by our staff confirms that the air conditioning unit is no longer encroaching.

JKC:ccc  
*[Handwritten signature]*

cc: S. Gabruss, Office of the City Solicitor  
cc: W. G. Gilchrist, Treasury Department

8f.

F O R   A C T I O N

REPORT TO:     T. AGNELLO, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           E.M. GILL, P. ENG.  
                  ACTING COMMISSIONER OF ENGINEERING

DATE:    1990 July 26  
COMM FILE:    3-11.9.1  
DEPT. FILE:    T103-23

SUBJECT

Temporary Street CLoSure for a Jazz Festival on Hess Street South.

RECOMMENDATION

That the action of the Commissioner of Engineering in authorizing:

The application of Michael Temperley, agent for the Hess Village Merchants Association to temporarily close Hess Street South between George Street and King Street on Saturday August 18, 1990 and Sunday August 19, 1990, from 12:00 noon to 8:00 p.m. to hold a Jazz Festival, be approved subject to the following conditions:

- a)     That the applicant receive a "Temporary Street Closure Application" approval form the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b)     That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, if deemed appropriate on the affected roadways, at the expense of the organizing group;
- c)     That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;
- d)     That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- e)     That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

continued...

-Page 2-

July 26, 1990

Street Closure for a Jazz Festival on Hess Street South

Continued....

- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the street be notified of the festival by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering to be approved.

*Ted Gill*

---

E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Michael Temperly, agent on behalf of the Hess Village Merchants Association, to hold a Jazz Festival on Saturday August 18, 1990 and Sunday August 19, 1990 from 12:00 noon to 8:00 p.m.

The Regional Police Department have reviewed the area of the Festival and they indicate that appropriate traffic control and detour routes can be provided for the festival.

*JMK* JKC:rbo

cc: Staff Sgt. Martin, Regional Police Department  
cc: J.G. Pavelka, Director of Public Works  
cc: M.F. Main, Director of Traffic Services



89.

F O R   A C T I O N

REPORT TO:    T. AGNELLO, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE


FROM:            E.M. GILL, P.ENG.  
                  ACTING COMMISSIONER OF ENGINEERING

DATE:    August 8, 1990  
COMM FILE:    3-11.10.2  
DEPT FILE:    S704-27

SUBJECT:        Proposed Construction of Concrete Sidewalks on Both Sides  
                  of Sorrento Place from Como Drive to the North Limit

RECOMMENDATION

- a)    That the Subdivider, DiCenzo Construction Company Limited, be advised of the receipt of a sufficiently signed petition, as outlined in Section 11 of the Local Improvement Act, for concrete sidewalk installation on both sides of Sorrento Place, and that said Subdivider proceed with construction.
- b)    That the Subdivider pay 100% of all costs (both City and Owner's share under the Local Improvement Act) for the construction of the sidewalk.

  
\_\_\_\_\_  
for E.M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The proposed works are to be undertaken and funded by DiCenzo Construction Company Limited, as outlined in Section V of the Subdivision Agreement with the City of Hamilton.

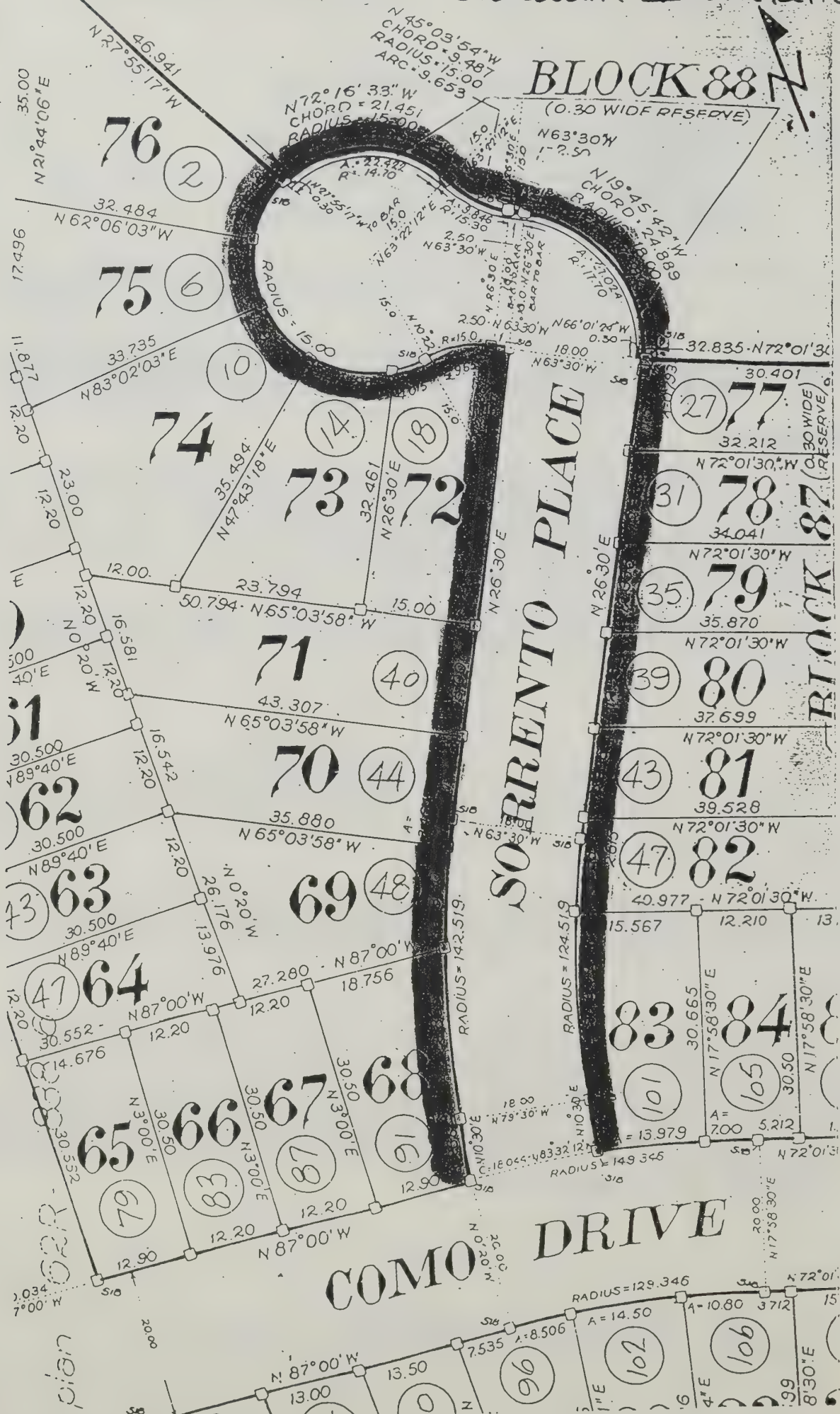
BACKGROUND

The residents of Sorrento Place petitioned the City of Hamilton for concrete sidewalk installation as per Section 11 of the Local Improvement Act. As outlined in the "DiCenzo Gardens - Phase 1" Subdivision Agreement, the Subdivider shall pay all costs for sidewalk construction if Local Improvement requirements are met within five (5) years of the 1987 Agreement signing. The attached sketch illustrates the location of the proposed works.

LR:ja  
Attach.

cc:    K. Avery, Clerk, City of Hamilton  
cc:    D. Onishi, Director of Engineering Services

*BLOCK 88*





8 h.

AUG 10 1990

F O R   A C T I O N

TO: MS. T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

SUBJECT: Standard City Subdivision Agreement  
Amendment to Section on Trees and Seeding

DATE: 1990 July 30  
COMM FILE:  
DEPT FILE: E205-05

RECOMMENDATION

A)

The Standard City Subdivision Agreement be amended as follows:

Delete Section VI - Trees and Seeding - Schedule "G" and  
introduce a new Section VI - Trees and Seeding:

"TREES AND SEEDING

- (1) The subdivider shall seed to the satisfaction of the City Engineer untravelled portions of the highways within the subdivision or on which the subdivision abuts, and maintain same as set out in Schedules E and F appended hereto. This work shall be completed within six months after installation of sidewalks and curbs.

The estimated cost thereof is ..... \$\_\_\_\_\_

- (2) The subdivider shall pay the actual cost to the City for planting of trees on City streets generally at the rate of one tree per lot and at a similar frequency for flankages of Blocks.

The estimated cost thereof, as shown on Schedule F, is to be deposited at the time of execution of the agreement, with adjustments to be made thereto upon the completion of planting.

The estimated cost of the trees is ..... \$\_\_\_\_\_"

B)

The above amendment shall be applied to all subdivisions for which schedules of work are approved after the adoption of the amendment to the subdivision agreement by Council.

Cont'd .....



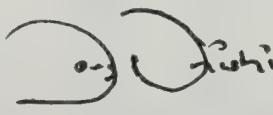
-Page 2-  
July 30, 1990

Cont'd .....

NOTE

The effect of the amendment is to change the present practice:

- (a) To transfer the supervision of seeding of boulevards from the Department of Public Works to the Regional Engineering Department; and,
- (b) To change the present lump sum cash payment for tree planting to an actual cost payment to the City, with the planting to be done by City forces.

  
for \_\_\_\_\_  
E.M. Gill, P.Eng.  
Acting Commissioner of Engineering

BACKGROUND

Discussion between staff of Public Works, Treasury, and Regional Engineering Department has determined that it is more economical to the City to transfer the supervision of seeding to Regional Engineering from Public Works, and to change tree planting from a lump sum payment to an actual cost payment.

The first change will result in a slight savings in administration costs, and not affect the developer.

The second change is considered more equitable to both the City and the developers as fluctuations in cost due to flanking, different land uses, lot and driveway width will be properly accounted for. This advantage outweighs the slightly higher administration costs.

KAB:ja

8i

F O R   A C T I O N

Report To: Ms. T. Agnello, Secretary  
Transport and Environment Committee

From: E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

DATE: August 13, 1990  
COMM. FILE:  
DEPT. FILE: S703-75  
S701-63  
S719-58

SUBJECT

1990 Servicing Expenditures related to Subdivisions.

RECOMMENDATIONS

i) That the submitted schedules for the estimated costs of services in:

- Coventry Gardens, Hamilton  
City Share - \$523,127.00, Subdivider's Share - \$230,838.16
- Abbey Hill Farm - Phase 2, Hamilton  
City Share - \$ 48,278.28, Subdivider's Share - \$138,178.97
- South Hill Subdivision, Hamilton  
City Share - \$Nil, Subdividers Share - \$348,259.65


be adopted for inclusion in the respective Subdivision Agreements with the Owners.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective Owners.

iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plans and Subdivision Agreements have been registered.

iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

v) That the city's share of the cost of services for these developments (\$571,405.28) be approved, and that the Finance and Administration Committee recommend the source of funding for projects.

  
for E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

Cont'd

### FINANCIAL CONSIDERATIONS

Under present policies, the City of Hamilton shares the costs of installing services within subdivisions. Expenditures are incurred due to costs associated with 0.3 m reserves and/or oversized services. In the case where 0.3 m reserve expenditures and oversizing expenditures do not exist, the subdivider is solely responsible for all costs within the development.

Any cost sharing for the developments being approved (as shown on Schedule "A" attached) is in accordance with standard City of Hamilton policies. The total estimated cost of the City's share of services to be approved at this time is \$571,405.28.

A portion of the city's share (\$ 44,940.00) is associated with oversized roadways within the Coventry Gardens subdivision. Another portion of the City's share (\$388,239.72) is associated with City owned parkland along Aquasanta Drive (in Coventry Gardens) and Krieghoff Drive (in Abbey Hill Farm - Phase 2) both inside and outside of the subdivision. None of the costs related to the parkland and oversized roadways is recoverable in the future. The remaining portion of the City's share (\$137,126.00) is associated with 0.3 m reserves along Aquasanta Drive (in Coventry Gardens) outside of the subdivision and would be recoverable in the future when the abutting lands are developed in the future.

The total estimated Subdivider's share of the cost of all services being installed in conjunction with these subdivisions, noted on Schedule "A" is \$717,276.78.

The approval of The City Share in these subdivisions will result in an overdraft in the Capital Budget Quota for 1990 which is 1.5 million dollars.

In order to permit processing of subdivisions in accordance with present policy and practice, an additional amount \$1,000,000.00 will be required. A substantial amount of this is recoverable through 0.3 m reserves when adjacent lands develop. The increased cost is in part due to development near the City park at Stone Church Road and Upper James Street which was expected in 1991.

### BACKGROUND

The proposed subdivisions which are to have servicing approved under this report are:

Coventry Gardens (Ryckmans Neighbourhood)  
Abbey Hill Farm - Phase 2 (Kennedy East Neighbourhood)  
South Hill Subdivision (Kennedy East Neighbourhood)



Cont'd

City Council has recommended that a Subdivision Agreement be entered into between the City and the respective Owners of the lands to be subdivided, for the development noted on Schedule "A", (attached).


Copies of the Engineer's estimates for the costs of services and copies of the Final Survey Plans as prepared by the Consulting Engineers and Surveyors have been submitted to the Regional Engineering Department for approval.

For the Committee's information, we provide the following information:

COVENTRY GARDENS: The development of these lands will result in the creation of 45 lots; 37 lots for row townhouse units and 8 lots for single family residential units. Servicing is also being provided for an additional 21 residential lots in the future along Aquasanta Drive north of Coventry Gardens Subdivision. These lands are located south of Stone Church Road East and east of Upper James Street in the Ryckman's Neighbourhood. The City owns parklands on the west side of Aquasanta Drive and private City property on the east side, thus a portion of the costs for services is associated with these lands. The City is also cost sharing for oversized roadways and for services along 0.3 m reserves.

ABBEY HILL FARM - PHASE 2: The development of these lands will result in the creation of 18 single family residential lots. These lands are located south of Rymal Road West and west of Upper James Street. The City owns parklands east of Kreighoff Drive and a portion of the costs for the services is associated with these lands.

SOUTH HILL SUBDIVISION: The development of these lands will result in the creation of 59 single family residential lots. These lands are located south of Rymal Road West and west of Upper James Street.

 MJI:lm

cc: J. Schatz, Secretary, Co-ordinating Committee  
cc: E. C. Matthews, City Treasury Department  
cc: L. E. Farr, City Solicitors Office

Name of:

SUBDIVISION	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
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- COVENTRY GARDENS	45	90-05-29	Catch Basins & Connections	\$ 3,819.00	\$ 30,646.00			
- CARRIAGE GATE HOMES	(Hamilton)	Report 11-90	Curbs & Sidewalks	\$ 10,577.00	\$ 63,183.00			
- A.J. CLARKE		Item 15(b)	Finished Roads	\$120,390.00	\$ 59,198.00			
(Consultant and Surveyor)			Dead End Barricade	NIL	\$ 2,034.00			
			Street Lighting	\$ 2,340.00	\$ 8,160.00	\$523,127.00 +	\$230,838.16 =	\$753,965.16
			Fencing	NIL	\$ 3,955.00			
			Storm, Sanitary	NIL	\$206,634.00			
			Sewers and Water					
			Gravel driveway	NIL	\$ 11,300.00			
			Seeding	NIL	\$ 891.00			

- ABBEY HILL FARM	18	89-12-12	Catch Basins & Connections	NIL	NIL			
PHASE - 2-	(Hamilton)	Report 28-89	Curbs & Sidewalks	NIL	\$ 6,304.15			
- SHEDACO HOLDINGS LTD.		Item 10 (b)	Finished Roads	NIL	\$ 13,194.70			
- ASHENHURST NGUWENS LTD.			Dead End Barricade	NIL	NIL	\$ 48,278.28 +	\$138,178.97 =	\$186,457.25
(Consultant and Surveyor)			Street Lighting	NIL	\$ 1,179.00			
			Fencing	NIL	\$ 4,347.00			
			Storm Sanitary Sewers and Watermain	NIL	\$ 22,153.87			

- SOUTH HILL SUBDIVISION	59	88-12-13	Catch Basins & Connections	NIL	NIL			
- WARD PARK DEVELOPMENTS	(Hamilton)	Report 1-89	Curbs & Sidewalks	NIL	NIL			
- ASHENHURST NGUWENS LTD.		Item 7 (c)	Finished Roads	NIL	NIL	NIL +	\$348,259.65 =	\$348,259.65
(Consultant and Surveyor)			Dead End Barricade	NIL	NIL			
			Street Lighting	NIL	NIL			

TOTALS				\$137,126.00	\$433,179.72	\$571,405.28	\$717,276.78	\$1,288,682.10
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\* OVERSIZING EXPENDITURES are Non-Recoverable  
 \* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEIDT

8j.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING


DATE: August 8, 1990  
COMM FILE:  
DEPT FILE: (See  
Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

- a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.
- |                                |                     |
|--------------------------------|---------------------|
| Parts 9 and 10, Plan 62R-10132 | Dragoon Drive       |
| Lot 101, Plan M-163            | Fairington Crescent |
| Part 2, Plan 62R-10638         | Fairington Crescent |
| Parts 3 and 4, Plan 62R-10203  | Rambo Street        |
- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Engineering be authorized and directed to register the by-laws.



for E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....



- page 2 -  
August 8, 1990

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

*Handwritten initials*  
KML:ljm  
Encl.

cc: Mr. K. E. Avery, City Clerk  
Att: R. Morrison (encl.)  
cc: Ms. Patrice Noe Johnson, City Solicitor  
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Dragoon Drive	Parts of Lot 12 Conc. 8, (formerly Barton Township) designated as Parts 9 & 10 on Plan 62R-10132	N/A	To provide access to & from Parts 1 & 2 Plan 62R-10132 to Dragoon Drive as established by City of Hamilton By-Law No. 90-204	S610-03 S723-44
Fairington Crescent	Lot 101, Plan M-163	N/A	To provide access and hook-up with Fairington Crescent, Plan 62M-666 and Fairington Crescent, Plan 62M-163	S705-20 S705-27
Fairington Crescent	Part of Lot 27, Con. 2, geographic Township of Saltfleet, designated as Part 2, Plan 62R-10638	N/A	To provide access and hook-up between the two separated portions of Fairington Crescent on Plan 62M-666	S705-27
Rambo Street	Parts of Lot 3, Registered Plan 1059 designated as Parts 3 and 4, Plan 62R-10203 (excepting those parts of said Lot 3, designated as Parts 1 & 2, Plan 62R-11178)	N/A	To provide access and hook-up between Rexford Drive and Stone Church Road	S718-64





9a.

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 26

REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Changes to the Snow Route System. [TEC-186-90]

#### RECOMMENDATION:

a) That the following sections of street be deleted from the snow route system:

- both sides of Charlton Avenue West between Queen and Locke Streets
- south side of Charlton Avenue West between Locke and Dundurn Streets
- north side of Herkimer Street between Queen and Dundurn Streets

b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

#### BACKGROUND:

As a result of complaints by Alderman Mary Kiss, the Public Works and Traffic Departments recently reviewed several streets which are presently designated as snow routes, and it has been determined that Charlton between Queen and Locke, the south side of Charlton between Locke and Dundurn and the north side of Herkimer between Queen and Dundurn could be deleted from the snow route system in order to allow parking in these areas during a declared snow emergency.

While the by-law presently specifies that both sides of a street are classified as a snow route, it would be possible to amend the by-law to provide a snow route designation on only one side of the street, such that parking could be allowed on the other side of the street during a snow emergency, or in one case to delete the regulation from both sides of the street.

Representatives of the Public Works Department have advised that deleting these portions of streets from the snow route system would not have an unduly detrimental effect to their snow removal operations.



9b.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 August 7

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

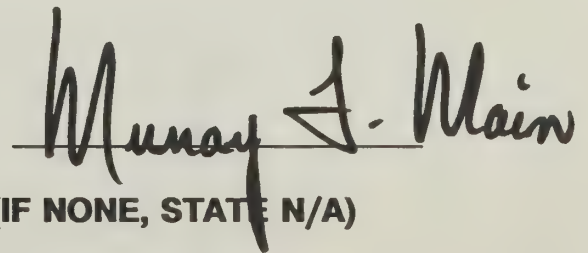
**SUBJECT:** Bayfront and Nash bus routes - establishment of new bus stops. (TEC-196-90)

**RECOMMENDATION:**

- a) That in accordance with the request of the Hamilton Street Railway Company the following bus stops be established:

Route No. 4 Bayfront and Route No. 57 Nash

- Northbound - Kenora Avenue, 177 feet north of Barton Street East (M/B)
- Northbound - Kenora Avenue, 115 feet south of Bancroft Street (M/B)
- Westbound - Bancroft Street, 460 feet west of Kenora Avenue (M/B)
- Southbound - Nash Road, 184 feet south of Bancroft Street (M/B)
- Southbound - Nash Road, 165 feet north of Barton Street East (M/B)

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

N/A

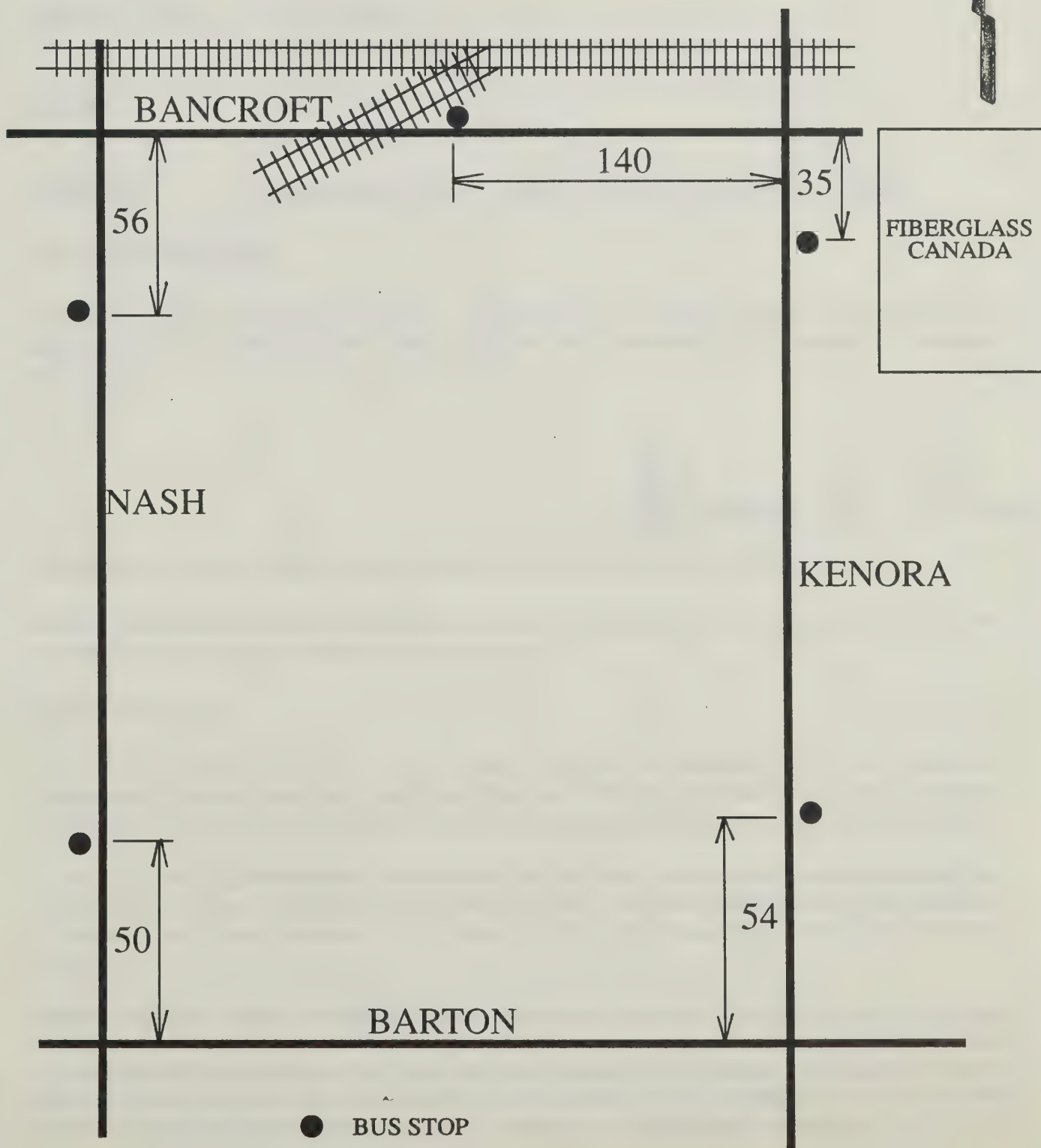


**BACKGROUND:**

The Traffic Department has received a letter from the Hamilton Street Railway Company requesting permission to install new bus stops on Kenora Avenue, Bancroft Street and Nash Road as a result of a new route re-alignment to be implemented to service the Nashdale Neighbourhood.

The Traffic Department has reviewed the proposed bus stop locations and find them satisfactory from a traffic point of view. The proposed bus stops would not result in any loss of on-street parking, since the areas are presently signed either "No Parking" or "No Stopping". Therefore, the Traffic Department concurs with this request.

# PROPOSED BUS STOPS FOR ROUTES 4 BAYFRONT AND 57 NASH ROUTE EXTENSION



NOTE: ALL MEASUREMENTS IN METRES

THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF CHEMISTRY  
LABORATORY OF ORGANIC CHEMISTRY

EXPERIMENTAL DATA	
1. Name of compound	
2. Molecular weight	
3. Boiling point	
4. Melting point	
5. Density	
6. Refractive index	
7. Optical rotation	
8. Infrared spectrum	
9. NMR spectrum	
10. Mass spectrum	
11. Elemental analysis	
12. Other data	



9c.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 30

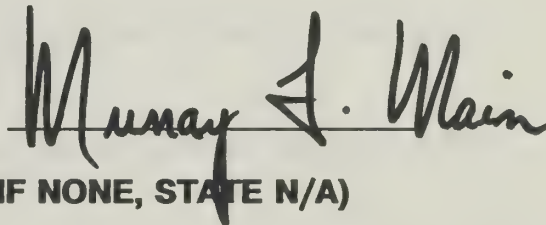
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Signal agreement with C.P. Rail - Catharine and Hunter. (TEC-193-90)

**RECOMMENDATION:**

That the City Solicitor be directed to prepare an agreement with C.P. Rail for the attachment of traffic signal equipment to the C.P. Rail structure (mileage 57.83 Fort Erie Subdivision) at the intersection of Catharine and Hunter.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Payment of the sum of \$75.00 in the first year and \$10.00 in subsequent years of the agreement. Funds available from existing traffic signal maintenance budget.

**BACKGROUND:**

On 1989 June 27 the Council of the City of Hamilton approved the installation of a traffic signal at the intersection of Catharine Street South and Hunter Street East. Following that direction the Traffic Department proceeded with the traffic signal installation, and the traffic signal has been operational since late 1989.

As part of the traffic signal installation it was necessary for the Traffic Department to request permission from the C.P. Rail to attach a traffic signal display to the structure of the railway bridge crossing Catharine Street at Hunter. Details were furnished to the Railway by the Traffic Department prior to the installation proceeding.

Recently Canadian Pacific contacted the Traffic Department requesting that the City enter into a legal agreement requiring the City to indemnify Canadian Pacific for any claims arising from any injury or damage in connection with the presence of the Traffic Department equipment on Canadian Pacific lands. Since the previous Council approval did not specifically provide authority for the entering of an agreement with Canadian Pacific, this matter must be approved by Committee and Council prior to execution.

Therefore the Traffic Department recommends the execution of a legal agreement between the City of Hamilton and Canadian Pacific with respect to the maintenance of a traffic signal installation on Canadian Pacific Lands at the intersection of Catharine and Hunter.

9d.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 August 07

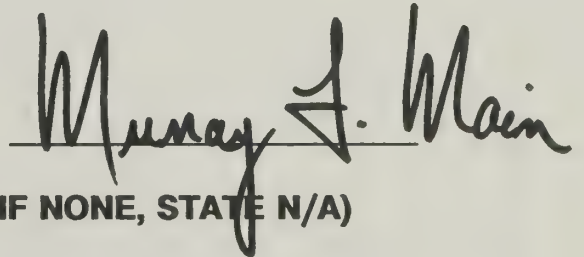
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** 138 East 23rd Street - discharge of residential boulevard parking agreement. (TEC-175-90)

**RECOMMENDATION:**

- a) That the existing residential boulevard parking agreement between the City and Edward Pearman and William Theule, registered as Instrument No. 138201 C.D. to the property at 138 East 23rd Street be discharged, at the property owners expense; and
- b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement; and
- c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

In accordance with present City Council policies, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

**BACKGROUND:**

In 1979, the Traffic Department approved an application by the owner of the property at No. 138 East 23rd Street to allow one vehicle to be parked partially on the City boulevard in front of the single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1979 September 20.

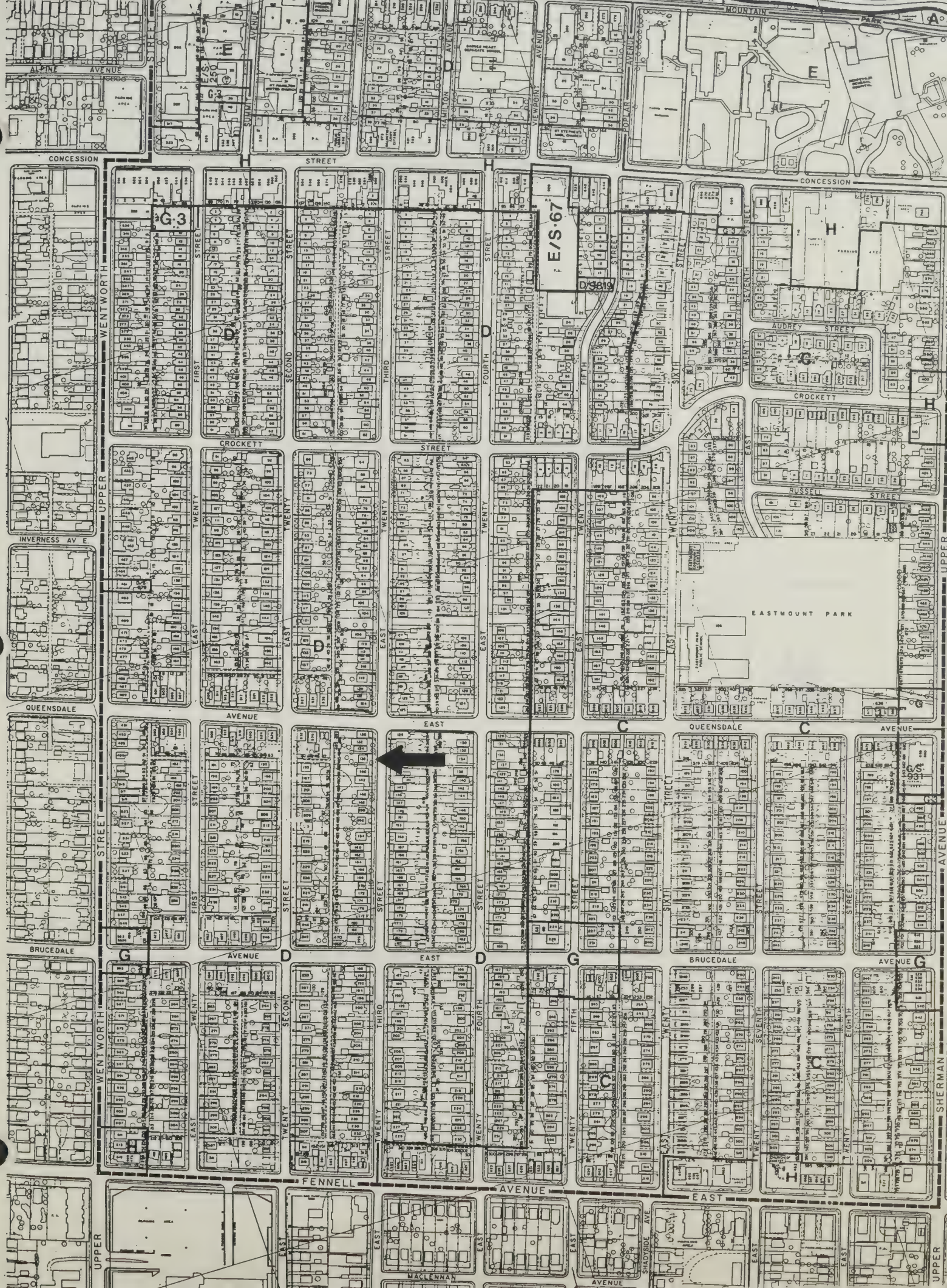


The present owners of the property have written to the Traffic Department to request that the existing agreement be discharged, so that they may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with this request.

In accordance with present City Council policy, the new agreement would require the property owner to pay the City \$20.00 annually to cover the cost of insuring the City against liability and administrative costs, in place of the existing \$300,000 public liability insurance policy.

cc: Ms. Patrice Noe-Johnson  
City Solicitor











9e.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 July 24

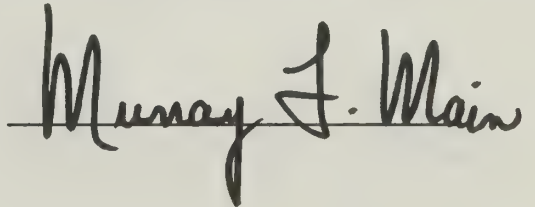
REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Charges for Temporary Time Limit Exemption Permits in Construction Areas.  
[TEC-185-90]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, at no charge, temporary time limit exemption permits to residents whose access to their property is cut off during construction periods.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The annual revenue for temporary time limit exemption permits during construction periods is in the order of \$20 to \$30 per year.

BACKGROUND:

On 1987 July 28, the City Council approved a recommendation of the Transport and Environment Committee that temporary time limit exemption permits may be issued to residents whose access to their property is cut off during construction periods, at the minimum cost of \$2.00 per month. However, since that time, several concerns have been expressed by some members of Council, that residents are charged for these permits, even though they are already inconvenienced by the construction on their streets. In some cases, the members of Council have directed the Traffic Department to issue permits to residents free of charge, but to bill the Regional Engineering Department the appropriate amounts.

Because of constant concerns regarding this matter, and the fact that very little revenue is realized from this type of temporary permit, the Traffic Department recommends that the \$2.00 per month charge be waived in the case of temporary permits during construction periods.



95.

# CITY OF HAMILTON

## - RECOMMENDATION -

DATE: 1990 August 13

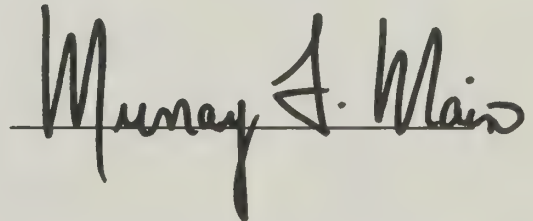
REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Parking Regulations on Ottawa Street between Cannon and Barton Streets -  
Financing of Parking Meters. [TEC-183-90]

### RECOMMENDATION:

That the cost of installing 54 new parking meters on Ottawa Street between Cannon and Barton Streets, which is approximately \$35,000., be charged as an overdraft to the City Traffic Department Account CH-XXXX-75999 (Parking Meters).



### FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No funds have been budgeted for this purpose, but the entire cost of installing the parking meters in this area will be recovered through a transfer from the Off-Street Parking Reserve at year end.

### BACKGROUND:

At the 1990 June 19 meeting, Regional Council passed the following resolutions:

- " a) That the Director of Traffic Services prepare a by-law to permit parking on both sides of Ottawa between Cannon Street and Barton Street, in spaces to be controlled by one hour limit parking meters;
- b) That the Council of the City of Hamilton, be requested to provide the funds necessary to install approximately 54 parking meters on Ottawa Street at an estimated cost of \$35,000;
- c) That the Council of the City of Hamilton, direct the Director of Traffic Services to install parking meters on Ottawa Street between Cannon Street and Barton Street;

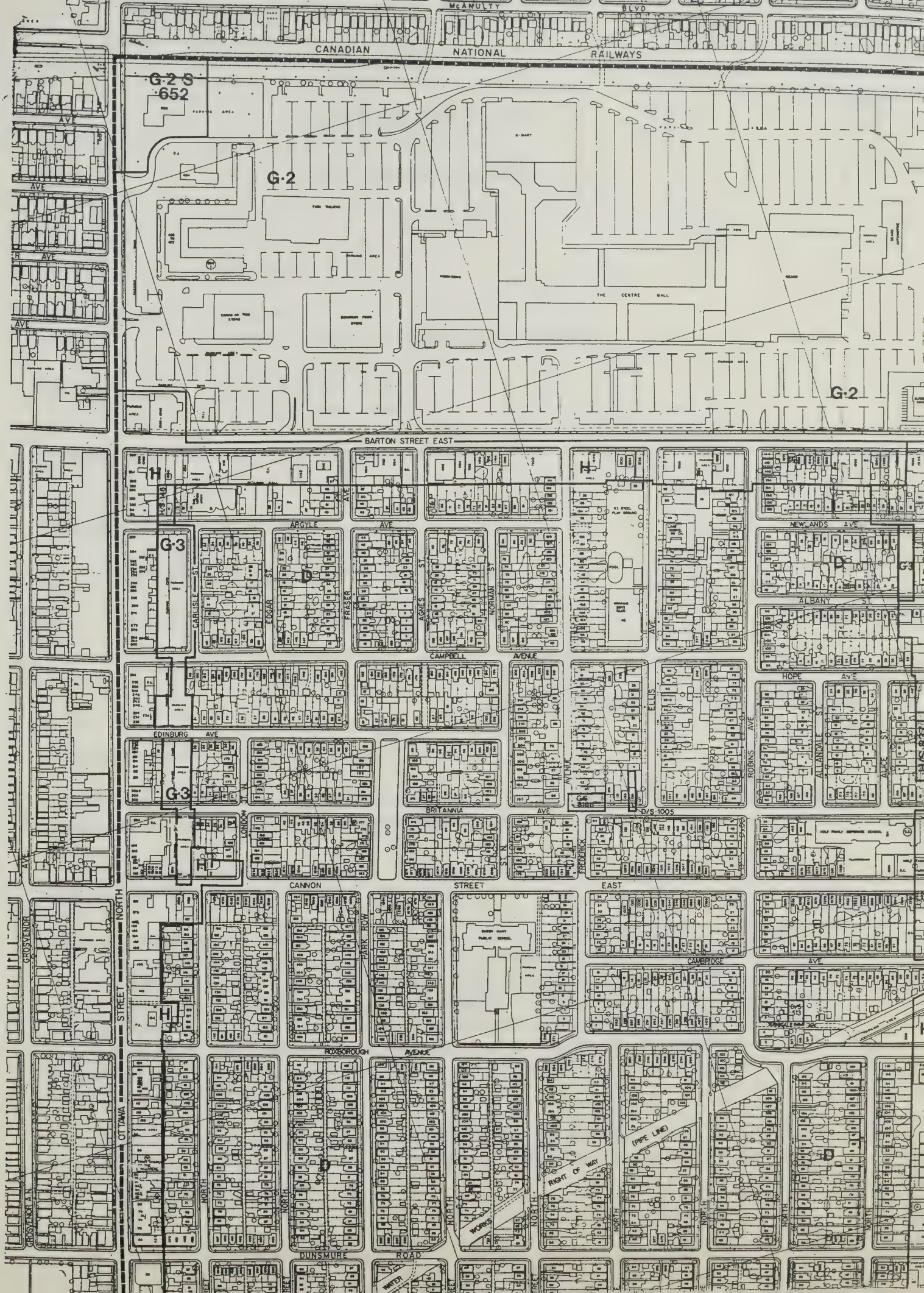
- d) That the Director of Traffic Services be directed to prepare a By-law to alter the rush hour "No Stopping on Ottawa Street between Cannon Street and Barton Street" to a prohibition of stopping between the hours of 6:00 a.m. and 8:30 a.m. on the east side, and a prohibition of "No Stopping on Ottawa Street between Cannon Street and Barton Street", between the hours of 3:00 p.m. and 5:30 p.m. on the west side."

While the necessary by-laws to install parking meters on Regional roads are enacted by the Regional Council, the installation, operation and revenue from parking meters on Regional roads are the responsibility of the City. The General Manager of the Hamilton Parking Authority has advised that there are sufficient funds available for this project in the City off-street parking reserve account. However, the City Treasury Department has advised that it is appropriate to charge these works to a Traffic Department account on an overdraft basis and to recover the funds at year end from the off-street reserve. Therefore, the Traffic Department recommends charging the cost of installing the parking meters on Ottawa Street (estimated to be \$35,000.) to the City Traffic Department account.

cc: Mr. Peter Baker, General Manager  
Hamilton Parking Authority

Mr. E. Matthews, City Treasurer  
Attention: Mr. R. Hamel









9g.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 August 14

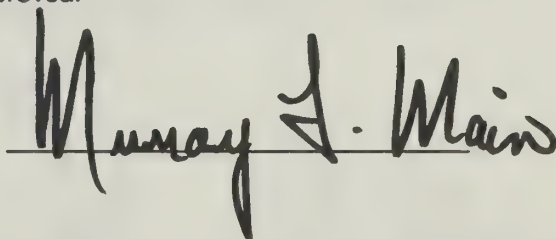
REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Taxi Stand Signing. [TEC-201-90]

**RECOMMENDATION:**

- a) That the tube style taxi stand signing be approved; and
- b) That an initial expenditure for one taxi stand sign be approved.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The cost of fabricating and installing the proposed taxi stand sign would be approximately \$350.00. These funds would be taken from the existing sign installation budget.

**BACKGROUND:**

At a recent meeting of the Taxi Advisory Sub-Committee, an idea was put forward that improved signing of taxi stands on public highways would assist in notifying the general public of their existence. This request is in accordance with the efforts by the Sub-Committee, and the Chairman, Alderman Don Drury, to give the taxi industry a higher profile in Hamilton. It was requested that the Traffic Department investigate improved signing for these locations. The Traffic Department reported to the Committee with a sample of a taxi stand sign which is similar in style to the tubular sign being used by the Hamilton Street Railway. The Taxi Advisory Sub-Committee approved the style of sign as displayed, and requested that the appropriate action be taken to have these signs installed.

The Engineering Services Committee of the Region approved five taxi stand signs for Regional roads at its meeting of 1990 August 13. There is only one taxi stand on a City street and that is on the north side of Rebecca in front of the bus terminal.





10a.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 16

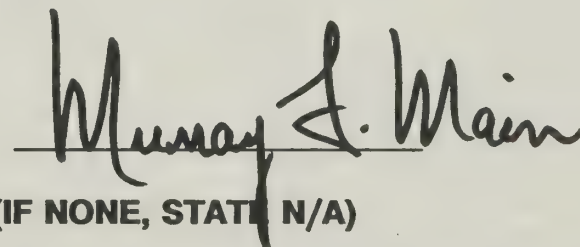
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Chapple Street between Barton Street East and Lloyd Avenue - parking regulations.  
(TEC-161-90)

**RECOMMENDATION:**

- a) That stopping be prohibited on the west side of Chapple Street commencing at Barton Street East and extending to a point 102 feet northerly therefrom; and
- b) That the existing parking prohibition on the west side of Chapple Street commencing at a point 129 feet north of Barton Street and extending to a point 133 feet northerly therefrom be removed.
- c) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

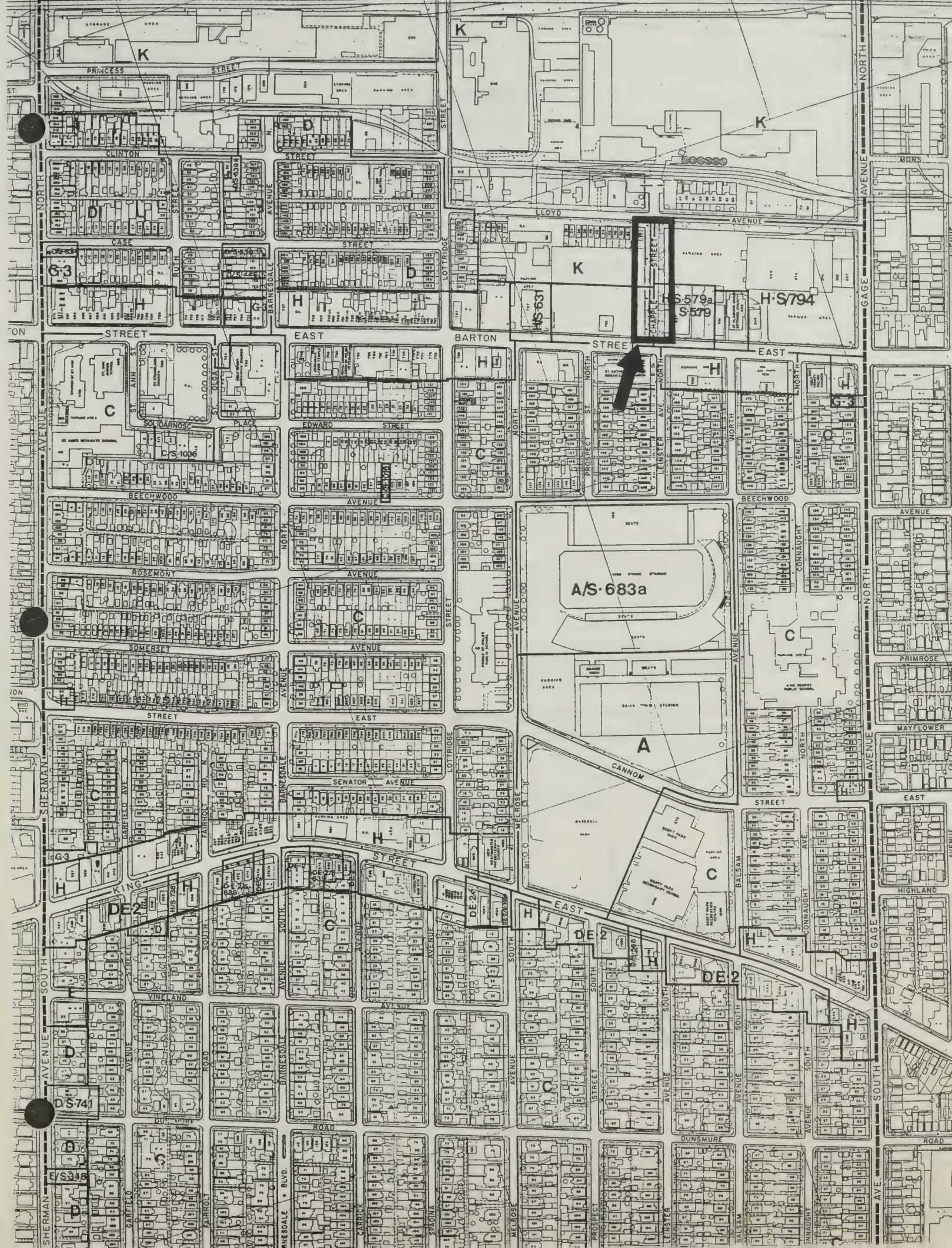
The Traffic Department has received a request from a representative of Consumer's Glass, that a corner clearance be implemented on the west side of Chapple Street north of Barton Street East, to improve truck turning movements at this intersection.

Chapple Street has a 28 foot pavement width, and presently, parking is prohibited on the east side of the street. There is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side in the southerly end of the block, unrestricted parking at the north end of the block and a "No Parking" driveway clearance in the middle of the block. The "No Parking" regulation was implemented in

1979 to accommodate the service entrance to Ainslie Hogan Auto Sales. This property has since been sold and replaced with a Canadian Tire Gas Station and Carwash, thereby eliminating the need for this regulation.

Because of the narrow pavement width, the Traffic Department concurs with the request for a "No Stopping" corner clearance. The net loss will be one on-street parking space. However, the Traffic Department would not anticipate any parking problems resulting since ample parking exists on the commercial properties in the area and since parking would still be permitted for the remainder of the west side of Chapple Street.











106.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 17

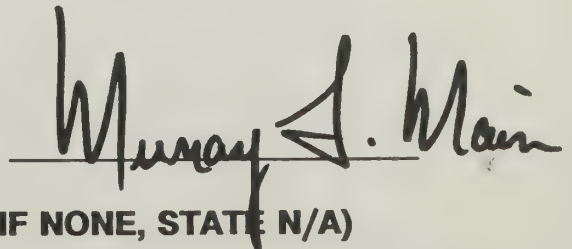
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** West Avenue South between Young Street and Stinson Street - parking regulations.  
(TEC-178-90)

**RECOMMENDATION:**

- a) That a "No Parking" regulation be implemented on the east side of West Avenue South between Young Street and Stinson Street; and
- b) That a "Permit Parking" regulation be implemented on the west side of West Avenue South commencing at a point 133 feet south of Stinson Street and extending to a point 20 feet southerly therefrom; and
- c) That a "One Hour Parking Time Limit" regulation be implemented on the west side of West Avenue South commencing from Stinson Street and extending to a point 133 feet southerly therefrom; and
- d) That a "One Hour Parking Time Limit" regulation be implemented on the west side of West Avenue South commencing 153 feet south of Stinson Street and extending to a point 23 feet southerly therefrom; and
- e) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

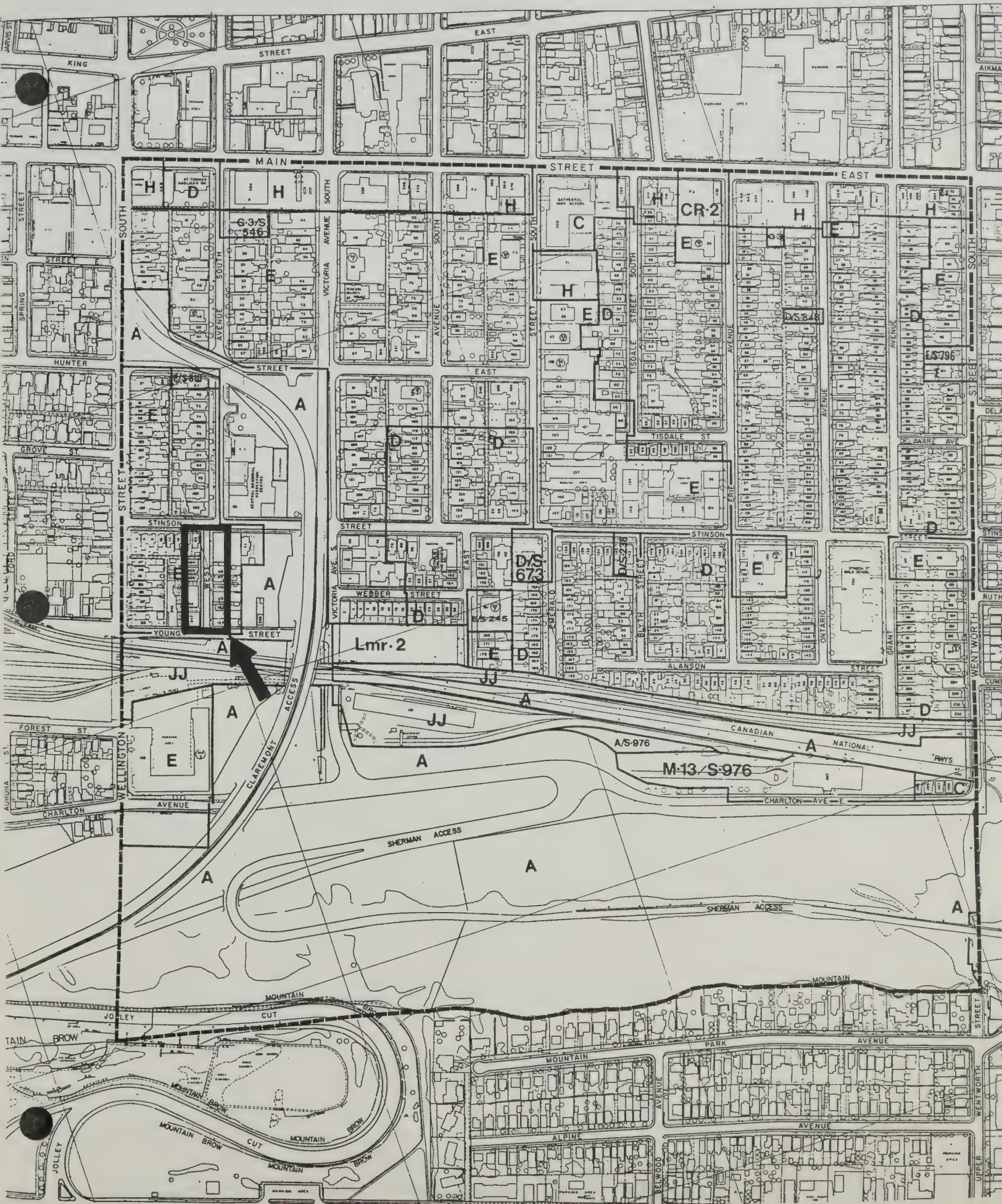
There are sufficient funds available with the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the sale of the parking permits will off-set the cost to some degree.

## **BACKGROUND:**

The Traffic Department has received requests from area residents that the existing "Permit Parking" regulation on West Avenue South between Young Street and Stinson Street be shortened and the existing "One Hour Parking Time Limit" regulation be extended. Recently the four homes located on the east side of West Avenue in this block were demolished and this area will be converted into a city park and playground. The construction for this park is scheduled to begin in early August of 1990. The Traffic Department has reviewed conditions in this area, and recommends that a "No Parking" regulation be implemented on the east side of West Avenue South across the frontage of the park. This action should improve conditions for children playing in and around this park.

Presently, there are three time limit spaces, seven "Permit Parking" spaces, and two unrestricted parking spaces on the east side of this block. Relocating the parking to the west side of the street in this block will provide four time limit spaces, one "Permit Parking" space and four unrestricted parking spaces. Thus, there will be a net loss of three on-street spaces in the block, but there will be adequate "Permit Parking" for the remaining home as well as a time limit area for parking associated with the commercial properties on Young, west of Stinson. Therefore, to improve conditions in and around the proposed new park and playground and to maintain adequate parking for residents living in this area, the Traffic Department recommends that the on-street parking be switched to the west side of West Avenue South between Stinson Street and Young Street and that the regulations be revised accordingly.





MAIN STREET EAST

SOUTH STREET SOUTH VICTORIA AVENUE SOUTH STREET SOUTH TISDALE STREET SOUTH

STINSON STREET WEBER STREET YOUNG STREET

FOREST ST CHARLTON ST WELLINGTON ST CLAREMONT ACCESS SHERMAN ACCESS

MOUNTAIN CUT MOUNTAIN BROOK MOUNTAIN BROOK MOUNTAIN BROOK MOUNTAIN BROOK

ALPINE AVENUE PARK AVENUE WENTWORTH STREET UPPER





10c.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 31

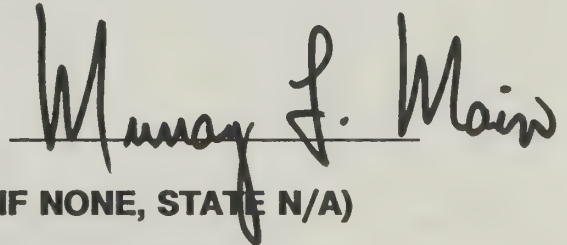
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Norman Street between Campbell Avenue and Argyle Avenue - parking regulations.  
(TEC-190-90)

**RECOMMENDATION:**

- a) That the existing "Alternate Side Parking" regulation on Norman Street between Campbell Avenue and Argyle Avenue be removed; and
- b) That parking be prohibited on the east side and that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Norman Street between Campbell Avenue and Argyle Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

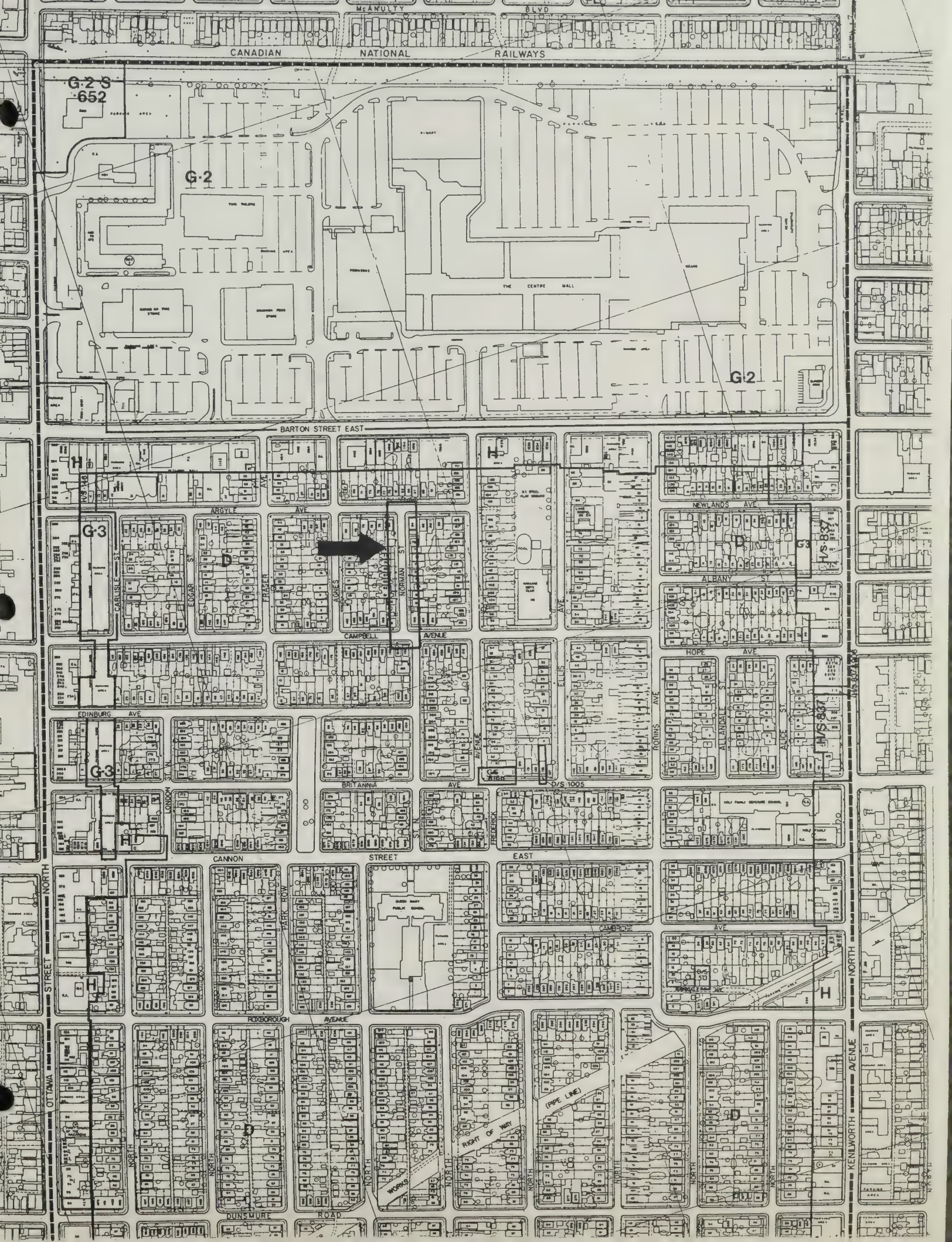
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

**BACKGROUND:**

The Traffic Department has received a petition signed by representatives of 16 of the 22 one, two and three family dwellings abutting Norman between Campbell and Argyle, requesting that, since there are more parking spaces on the west side than there are on the east side of the street, the existing "Alternate Side Parking" regulation be removed and that parking be prohibited on the east side and a "One Hour Parking Time Limit", 24 hours a day, seven days a week" regulation be implemented on the west side of the street in this block. Thirteen residents are in favour of the requested regulation, two are opposed and one had no opinion.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of businesses on Barton Street. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per year to exempt their vehicle from the signed parking time limit. Therefore, since 60 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.









CITY OF HAMILTON

10d.

- RECOMMENDATION -

DATE: 1990 July 20

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

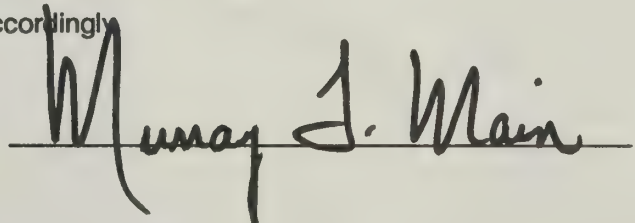
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

No. 33 Somerset Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident  
[TEC-182-90]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 302 feet west of Barnesdale Avenue North and extending to a point 20 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Luigi Di Vincenzo, 33 Somerset Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

## BACKGROUND:

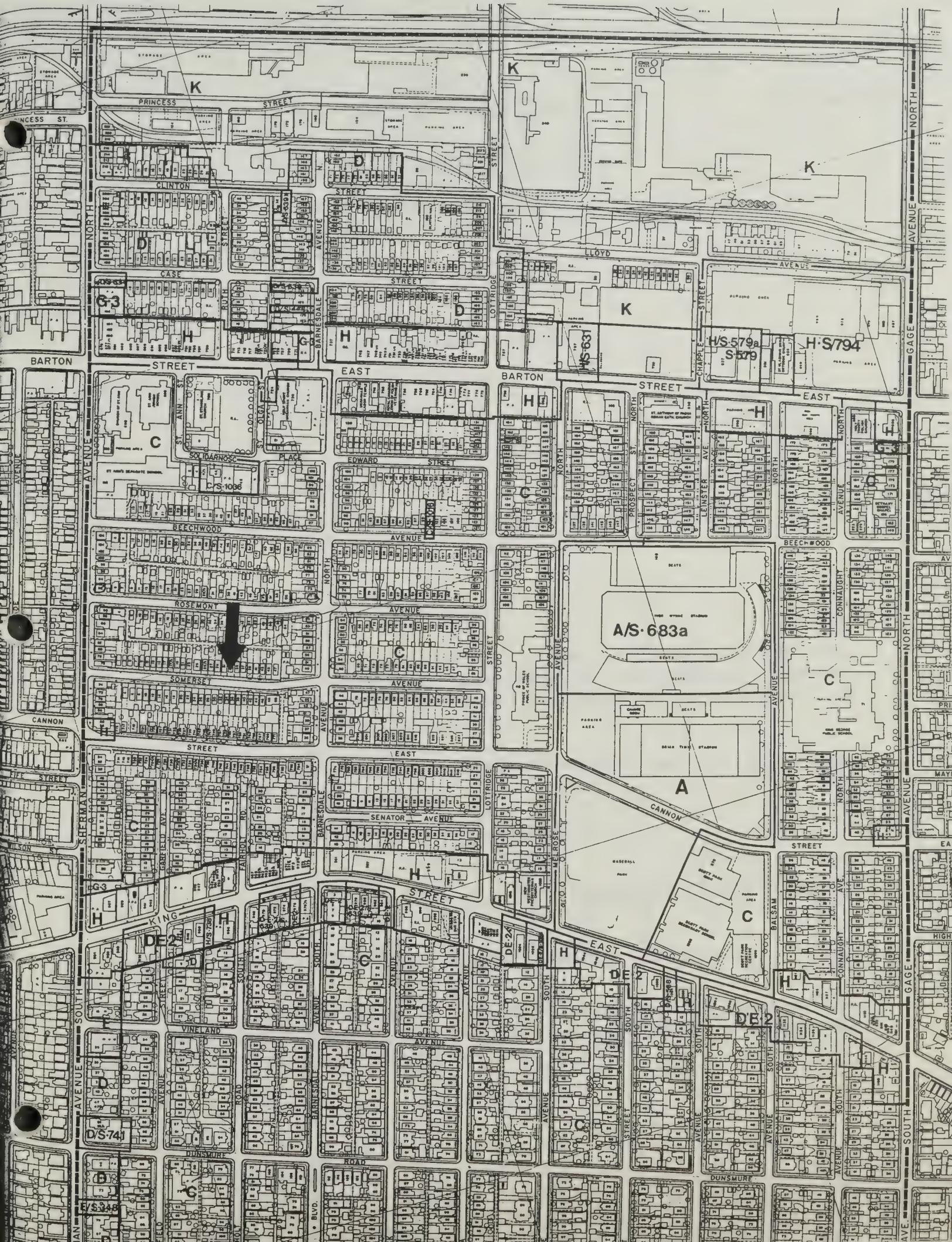
The Traffic Department has received a request from Mr. Luigi Di Vincenzo, 33 Somerset Avenue, that a "Permit Parking" regulation be implemented on the north side of Somerset in front of his property, since he is handicapped.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. The residents living directly across the street from the applicant's home have objected to reserving a space in front of their homes for another resident. Therefore, Mr. Di Vincenzo has requested that the space be reserved only during the times when parking is allowed on the north side of the street to assist him with his parking difficulties at least on a part-time basis.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents' homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Di Vincenzo possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department recommends that a reserved parking space be designated directly in front of Mr. Di Vincenzo's residence for a half of each month during the months of April to November and during the winter months.











CITY OF HAMILTON

10e.

- RECOMMENDATION -

DATE: 1990 July 13

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

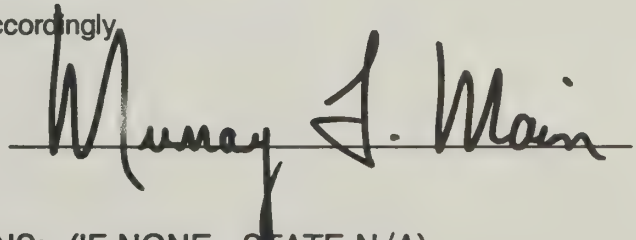
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

No. 31 Madison Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident  
[TEC-148-90]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Madison Avenue commencing at a point 135 feet south of Cannon Street East and extending to a point 20 feet southerly therefrom; for the first half of each month from April to November and during the winter months in accordance with the existing "Alternate Side Parking" regulation; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Jose Da Costa, 31 Madison Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly

A handwritten signature in black ink, reading "Murray F. Main", written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for each parking permit will off-set the cost to some degree.

## BACKGROUND:

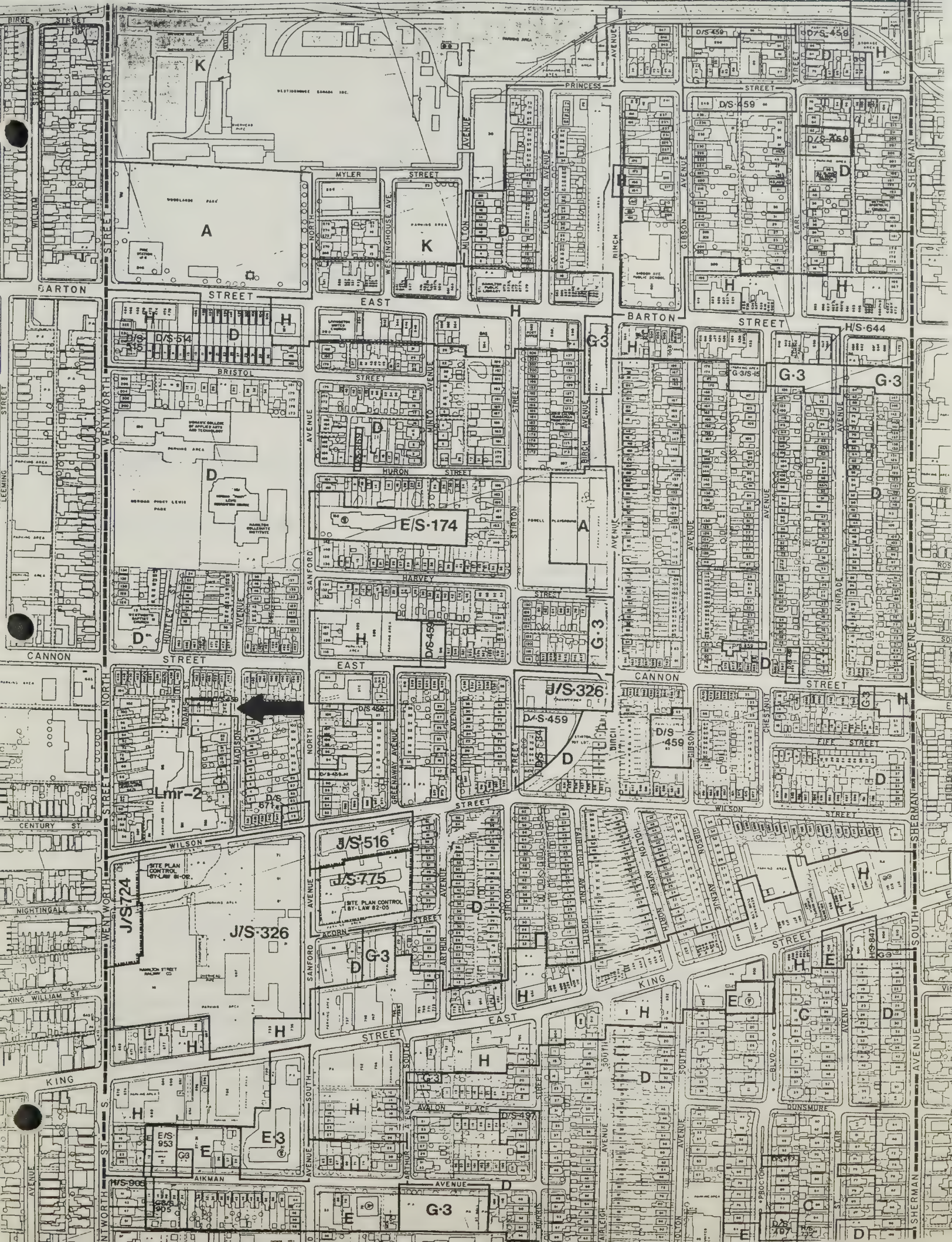
The Traffic Department received a request from Mr. Jose Da Costa, 31 Madison Avenue, that a "Permit Parking" regulation be designated on Madison along the frontage of his property, since he is handicapped.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. The residents living directly across the street from the applicant's home have objected to reserving the space in front of their homes for another resident. Therefore, Mr. Da Costa has requested that the space be reserved only during the times when parking is allowed on the west side of the street to assist him with his parking difficulties at least on a part-time basis.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents' homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Da Costa possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department recommends that a reserved parking space be designated directly in front of Mr. Da Costa's residence for half of each month during the months of April to November and during the winter months.









107.

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 July 17

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

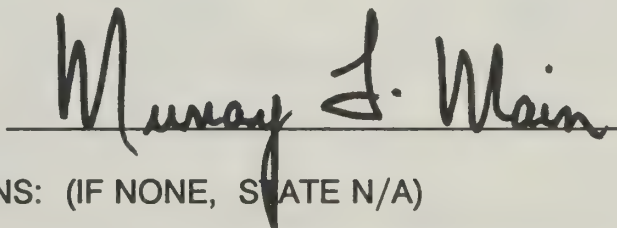
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Wheelchair Loading Zone at No. 54 Chestnut Avenue [TEC-73(a)-90]

RECOMMENDATION:

- a) That the existing full time "Wheelchair Loading Zone" regulation on the east side of Chestnut Avenue which commences 188 feet north of Cannon Street and extends to a point 22 feet northerly therefrom be revised such that the regulation is in effect from 8:00 a.m. to 9:00 p.m., seven days a week; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

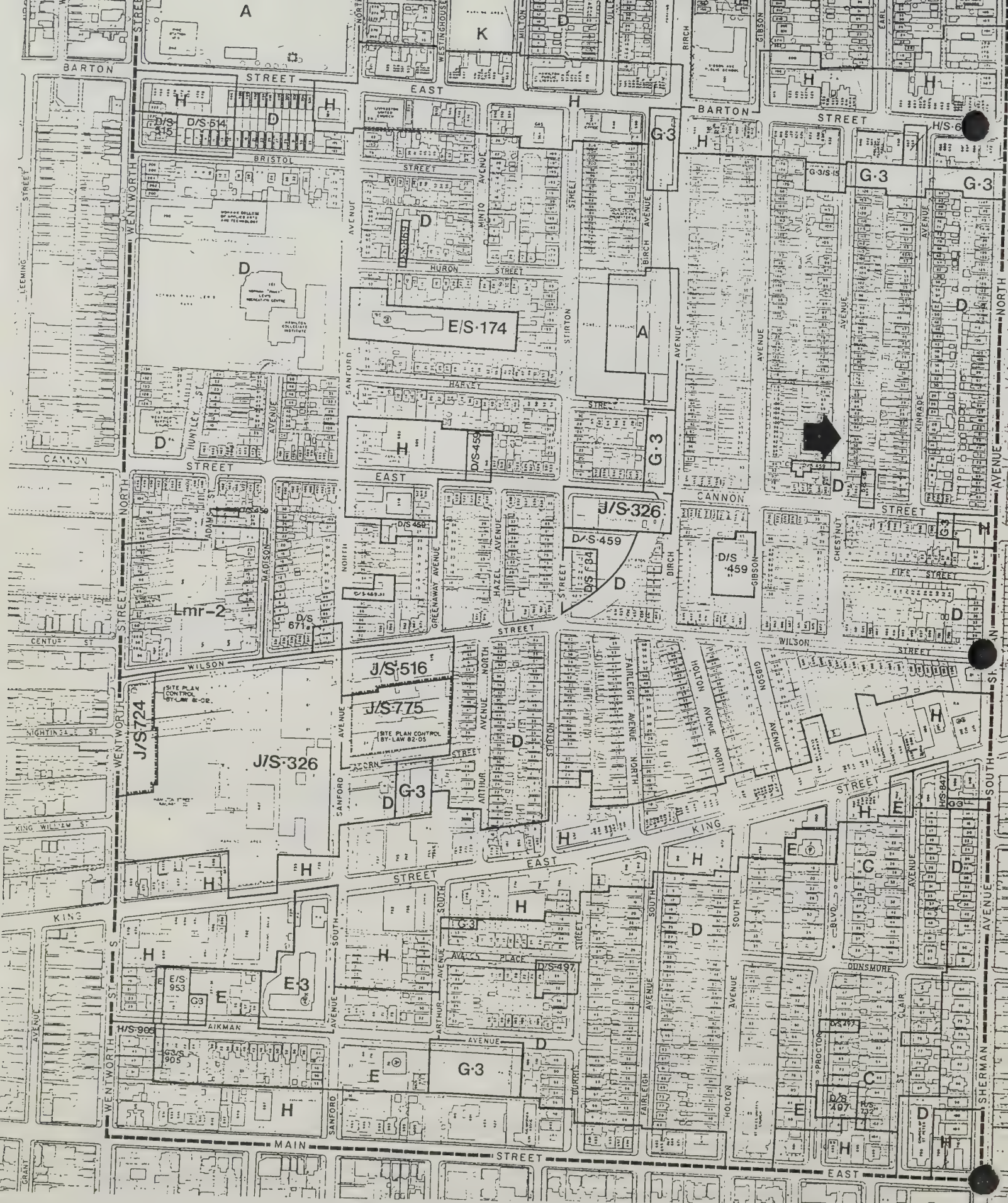
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of changing the subject signs.

BACKGROUND:

The City Council at its meeting held 1990 April 10, approved of a request from Mr. Walter Soroka, 54 Chestnut Avenue, for a full time "Wheelchair Loading Zone" regulation in front of his house. The appropriate signs were erected shortly thereafter.

The Traffic Department has recently received complaints that the regulation is not being utilized in the evening hours. The Traffic Department has contacted Mr. Soroka who has advised that he would agree to limit the hours of the regulation from 8:00 a.m. to 9:00 p.m. Therefore, the Traffic Department recommends that the regulation be in effect from 8:00 a.m. to 9:00 p.m., seven days a week.







10g.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 24

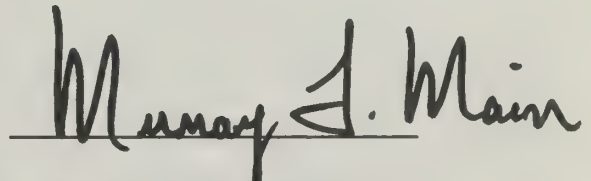
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** The east side of Tragina Avenue north, south of Barton Street East - request for a Wheelchair Loading Zone. (TEC-188-90)

**RECOMMENDATION:**

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m., 7 days a week" regulation be implemented on the east side of Tragina Avenue North commencing at a point 587 feet south of Barton Street East and extending to a point 20 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The resident of 246 Tragina Avenue North has requested that a Wheelchair Loading Zone be implemented in front of her home to allow the loading and unloading of a handicapped individual by Darts buses on the street directly in front of their property.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested "No Stopping, Wheelchair Loading Only" regulation will result in the loss of only one on-street parking space during half the month, directly in front of this home, and parking would be permitted after 8:00 p.m. seven days a week. Therefore, the Traffic Department would not anticipate any parking problems resulting for other area residents and concurs with this request.

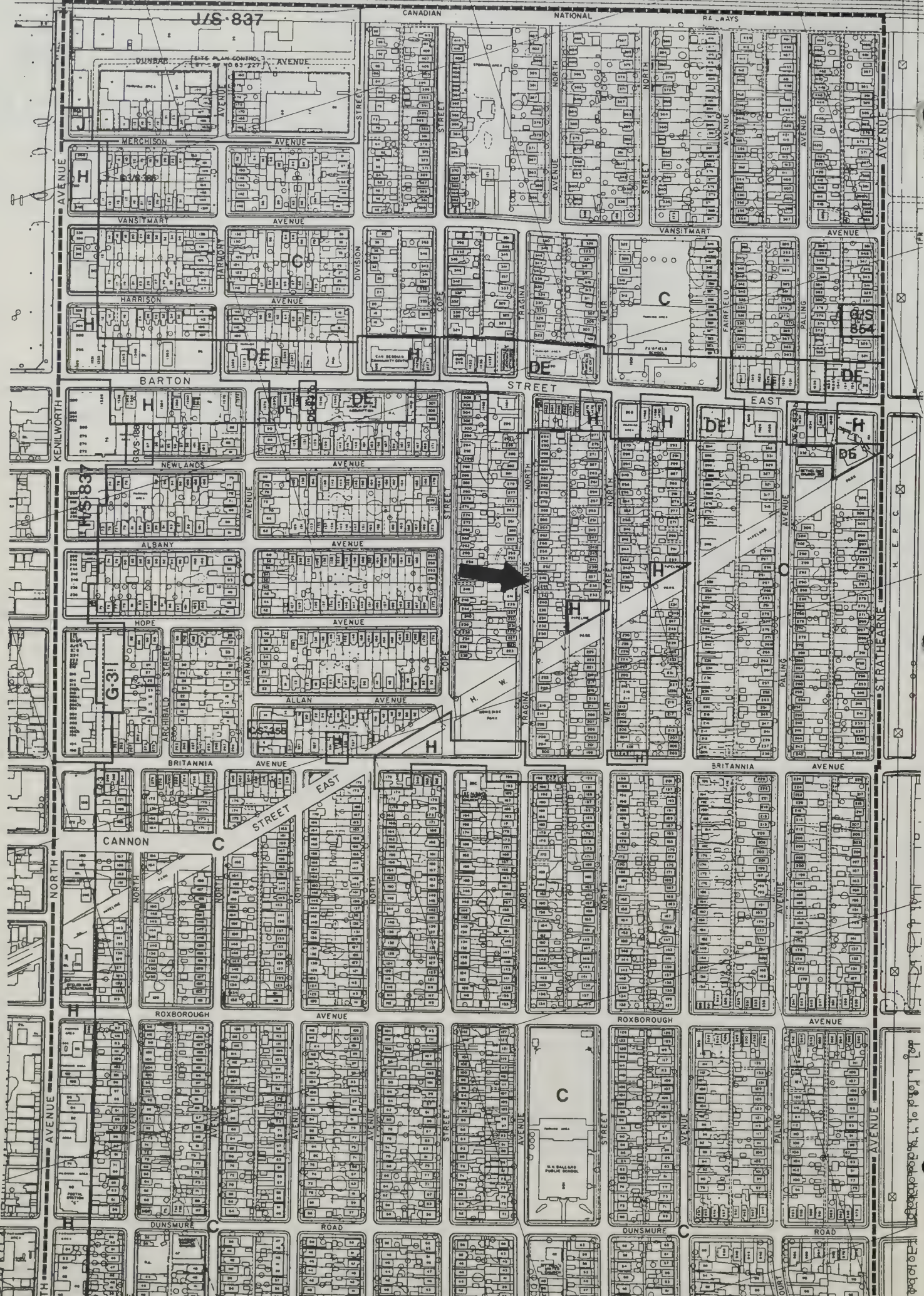


J/S-837

CANADIAN

NATIONAL

R.R. LAYS



H. E. P. C.

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10h.

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 20

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

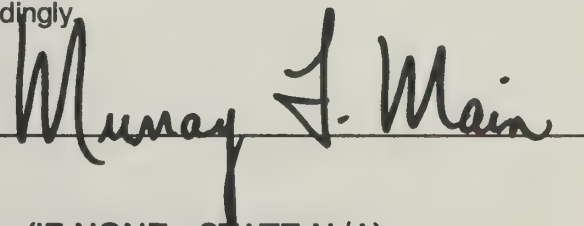
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

North side of Howe Avenue, west of East 17th Street - Request for a Wheelchair Loading Zone  
[TEC-181-90]

#### RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the north side of Howe Avenue commencing at a point 62 feet west of East 17th Street and extending to a point 25 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

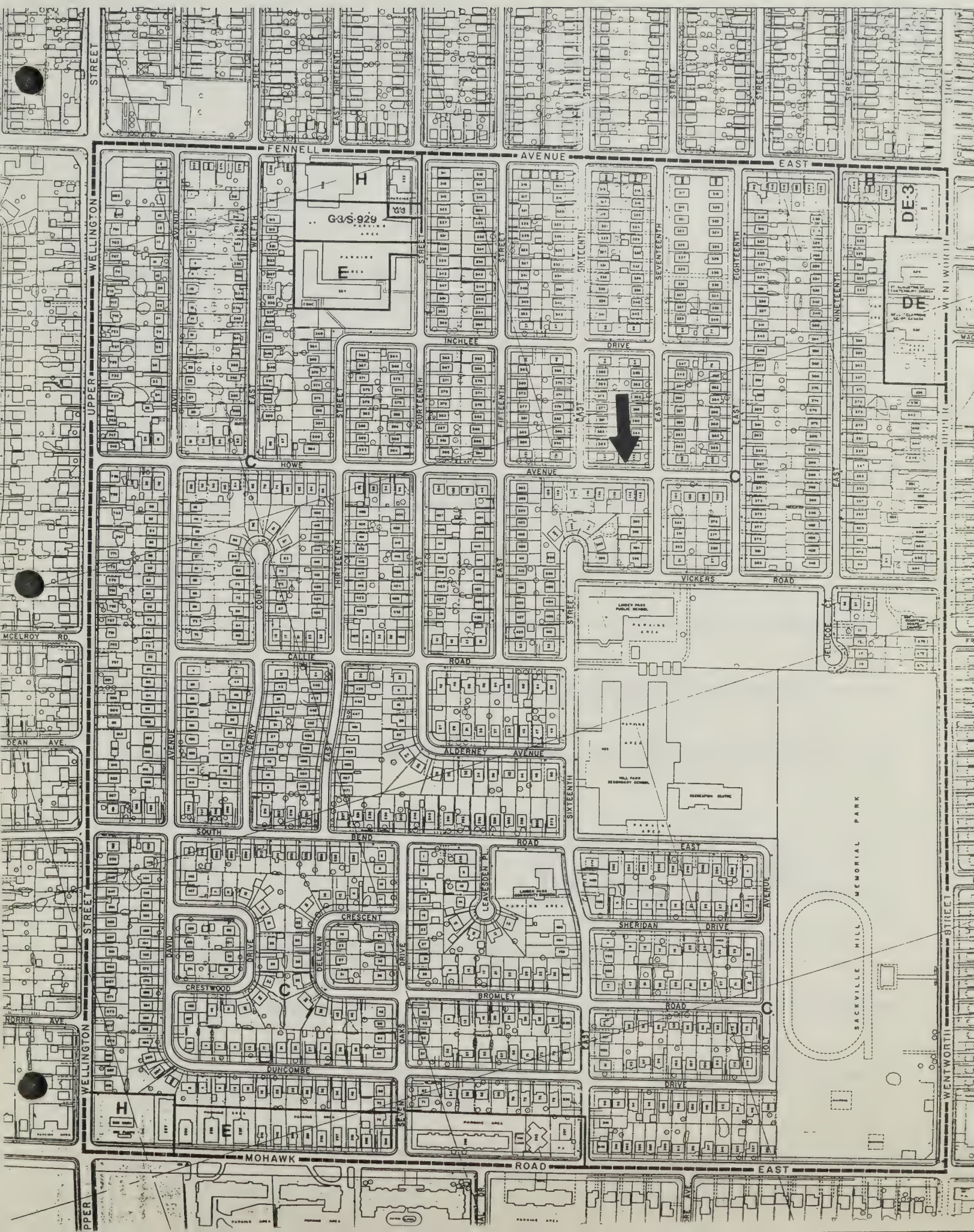
#### BACKGROUND:

The Traffic Department has received a request from Mrs. Lois Valentic, 145 Howe Avenue, that a "No Stopping, Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the north side of Howe in front of her home, in order to allow Darts vehicles a place to load and unload her son who is handicapped.



Howe has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street in this area. Therefore, in order to reserve a loading space directly in front of the property, the Traffic Department concurs with this request.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space and since the street is lightly parked, the Traffic Department would not anticipate any parking difficulties for other area residents.









11a.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 13

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

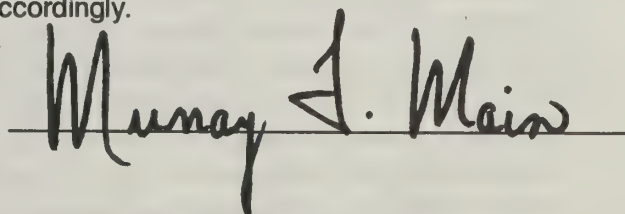
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Intersections of Upper Horning Road and Guildwood Drive and Upper Horning Road and Susan Drive -  
Request For School Crossing Guards/Intersection Control [TEC-105-90]

**RECOMMENDATION:**

- a) That four-way stop control be implemented at the intersection of Upper Horning Road and Guildwood Drive; and
- b) That a School Crossing Guard not be assigned to the intersection of Upper Horning Road and Guildwood Drive at this time; and
- c) That a School Crossing Guard not be assigned to the intersection of Upper Horning Road and Susan Drive at this time; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

The present cost of assigning a School Crossing Guard on a full-time basis to any intersection in the City is \$6,887.

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

## **BACKGROUND:**

Alderman Tom Murray and Mr. Vince Hubbard, Principal of St. Vincent de Paul School have requested that a School Crossing Guard be assigned to the intersection of Upper Horning and Susan. Also, the Traffic Department has received a request from Mrs. Mena Bellici, 40 Elena Court, that a School Crossing Guard be assigned to the intersection of Upper Horning and Guildwood which is one block north of Susan. The Traffic Department has reviewed conditions at these intersections and has the following report:

### **1. Intersection of Upper Horning and Susan**

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Susan is required to stop for northbound and southbound traffic on Upper Horning. Traffic Department records indicate that there have been no reported collisions at the intersection in the past seven years. Thus, the intersection is operating safely.

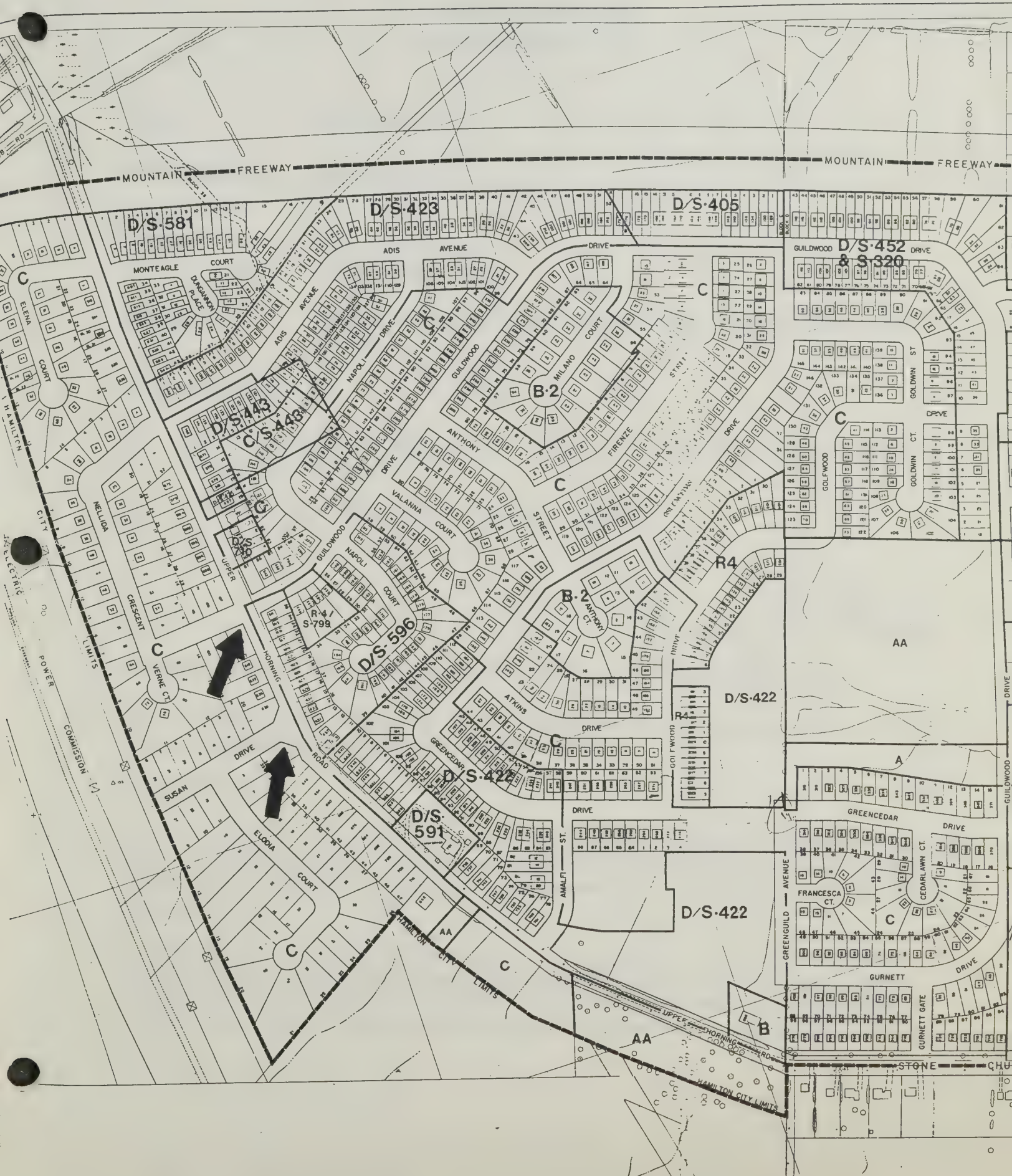
The Traffic Department conducted studies at this location on 1990 March 22, and observed ten crossing movements by children across Upper Horning and three crossing movements by children across Susan during the three school crossing periods which consisted of a total of 2.25 hours. It is concluded that since there are no sidewalks on Upper Horning at Susan, most of the children either crossed north of Susan at Guildwood or walked on the road and crossed Upper Horning south of Susan, but that sufficient gaps exist for children to cross at all times. Also, because of the curve in Upper Horning at this point, a School Crossing Guard would not be readily visible to motorists and this could result in a high degree of violations. Therefore, the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Upper Horning and Susan at this time.

### **2. Intersection of Upper Horning and Guildwood/Elena**

The subject intersection is a four-leg intersection, and presently eastbound traffic on Elena and westbound on Guildwood is required to stop for northbound and southbound traffic on Upper Horning. Traffic Department records indicate that there have been two reported collisions at this intersection in the past seven years, but neither of these collisions involved a pedestrian. Thus, the intersection has been operating relatively safely.

The Traffic Department conducted studies at this location on 1990 February 01, and observed twenty crossing movements by children across Upper Horning and nineteen crossing movements by children across Guildwood during the three school crossing periods which consisted of a total of 2.75 hours. It is concluded that there were irregular gaps in traffic to allow the children to cross safely. However, in order to provide safe gaps in traffic at all times, it is recommended that four-way stop control be implemented at this intersection and that crosswalks be painted on the south, east and west legs of the intersection, and that a school crossing guard not be assigned to this location. This intersection meets at least one of the criteria for the implementation of all-way stop control since it is an intersection of two neighbourhood collector roadways.









11b.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 25

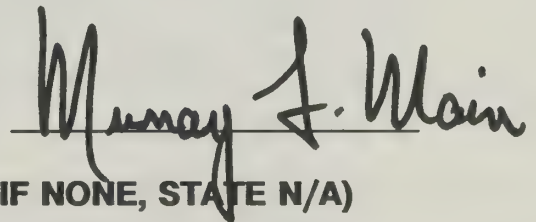
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersection of Talbot Street and Vansitmart Avenue - intersection control. (TEC-189-90)

**RECOMMENDATION:**

- a) That eastbound traffic on Vansitmart Avenue be required to stop for northbound and southbound traffic on Talbot Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



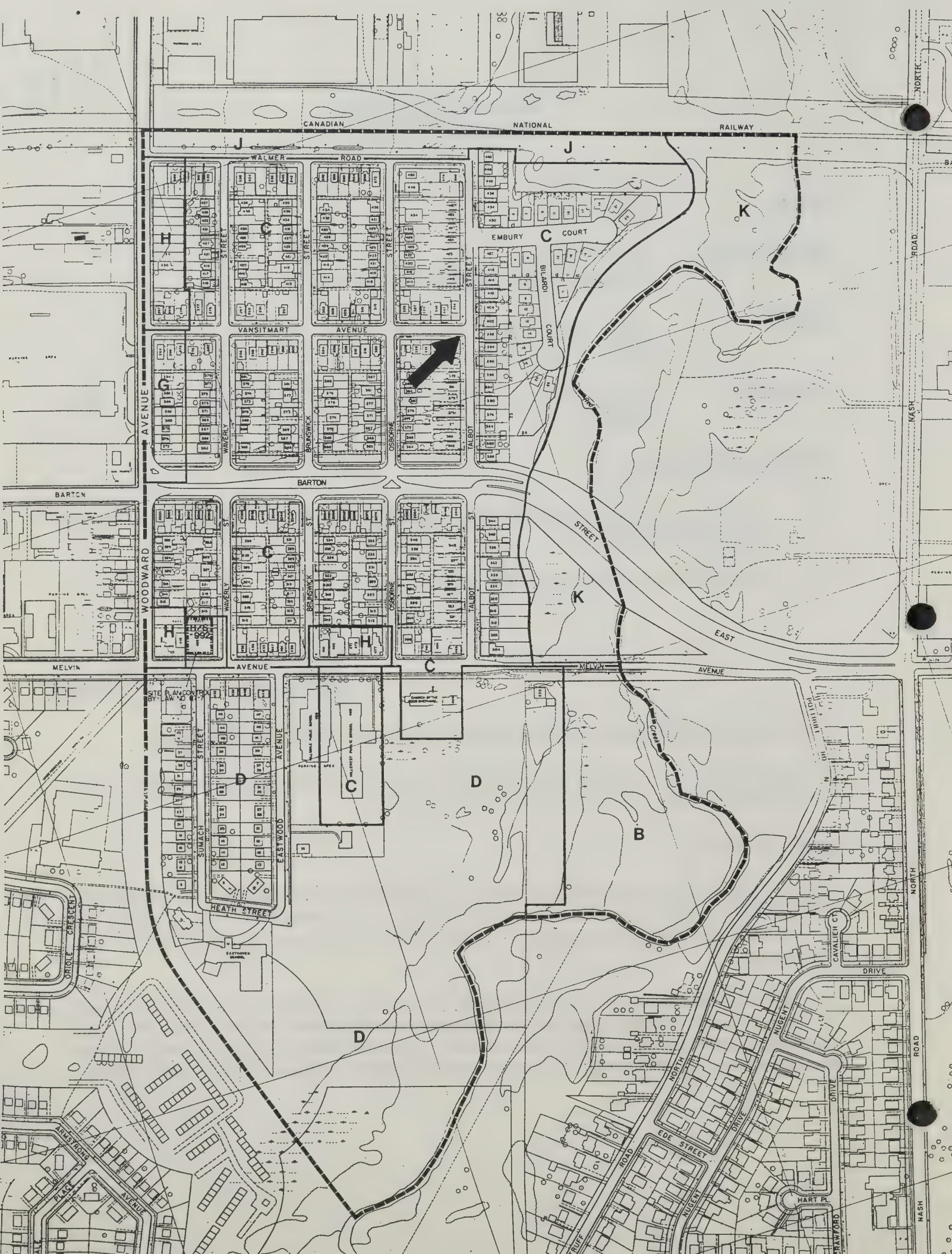
**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

**BACKGROUND:**

The Traffic Department has received a request from Mr. Peter Grudzirn, 339 Vansitmart Avenue that all-way stop control be implemented at the intersection of Talbot Street and Vansitmart Avenue. The intersection of Talbot Street and Vansitmart Avenue is a "T" type intersection, and presently, there are no intersection control signs.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that eastbound traffic on Vansitmart Avenue would be required to stop for northbound and southbound traffic on Talbot Street.





11c.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 August 7

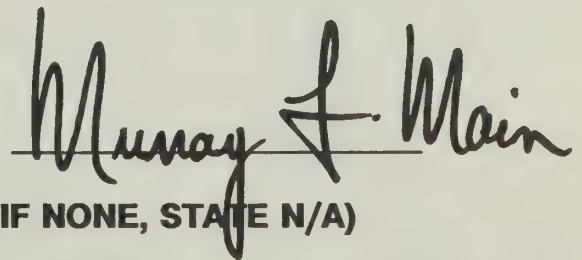
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersections of Rexford Drive and Millpond Place, Rexford Drive and Robson Crescent (west leg), Rexford Drive and Robson Crescent (east leg), and Rexford Drive and Rowan Court - intersection control (TEC-197-90)

**RECOMMENDATION:**

- a) That northbound traffic on Millpond Place be required to stop for eastbound and westbound traffic on Rexford Drive; and
- b) That northbound traffic on Robson Crescent (west leg) be required to stop for eastbound and westbound traffic on Rexford Drive; and
- c) That northbound traffic on Robson Crescent (east leg) be required to stop for eastbound and westbound traffic on Rexford Drive; and
- d) That northbound traffic on Rowan Court be required to stop for eastbound and westbound traffic on Rexford Drive; and
- e) That the City Traffic By-law 89-72 be amended accordingly.

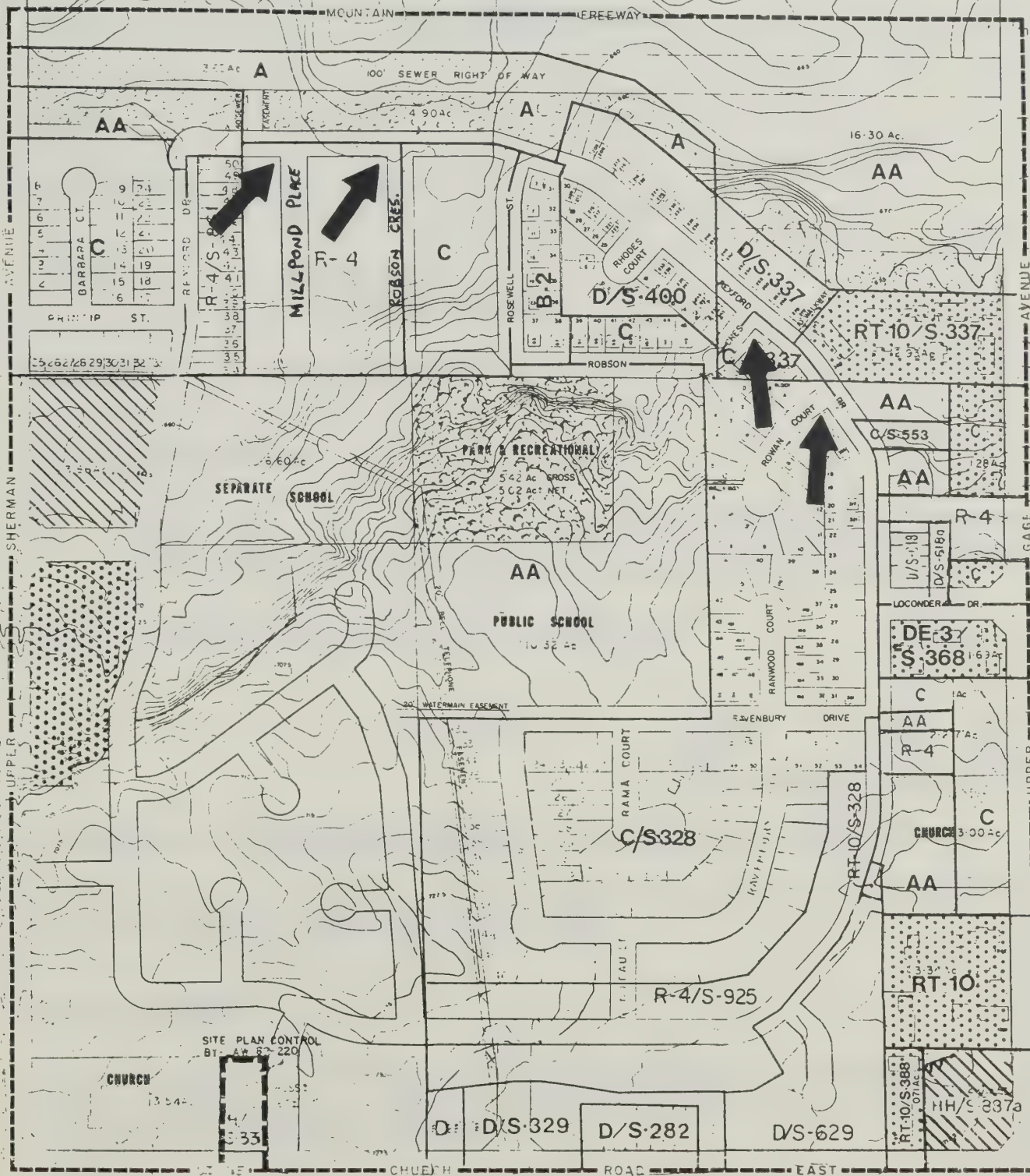


**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

**BACKGROUND:**

Alderman Henry Merling recently requested that an investigation be made into the possibility of erecting stop signs at the intersections of Millpond Place and Rexford Drive, Rexford Drive and Robson Crescent (east and west legs), and Rowan Court and Rexford Drive. These intersections are all "T" type intersections, and presently, there are no intersection control signs. Traffic Department records indicate that these intersections have been operating safely since there have been no reported collisions at any of these locations in recent years. However, as a safety measure related to the right-of-way at these intersections, the Traffic Department would not object to erecting stop signs on the stem of these "T" type intersections, such that northbound traffic on Millpond Place, Robson Crescent (east and west legs) and Rowan Court would be required to stop for eastbound and westbound traffic on Rexford Drive.



THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE  
FOR DETAILS, CONTACT THE LOCAL PLANNING DIVISION  
OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

EXISTING POPULATION (1969) 175  
(1970) 166  
(1971) 167  
(1972) 95

## LAND USE

### RESIDENTIAL

- single & double
- attached housing
- low density lots

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

### Approvals

Planning Bd. on 26.10.72 Council on 16.10.72





11 d

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 31

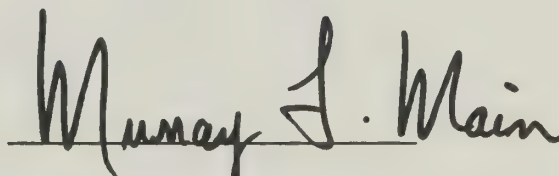
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersection of Halam Avenue and Shadyside Avenue - intersection control. (TEC-184-90)

**RECOMMENDATION:**

- a) That the existing eastbound/westbound stop control at the intersection of Halam Avenue and Shadyside Avenue be switched such that northbound and southbound traffic on Shadyside Avenue would be required to stop for eastbound and westbound traffic on Halam Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

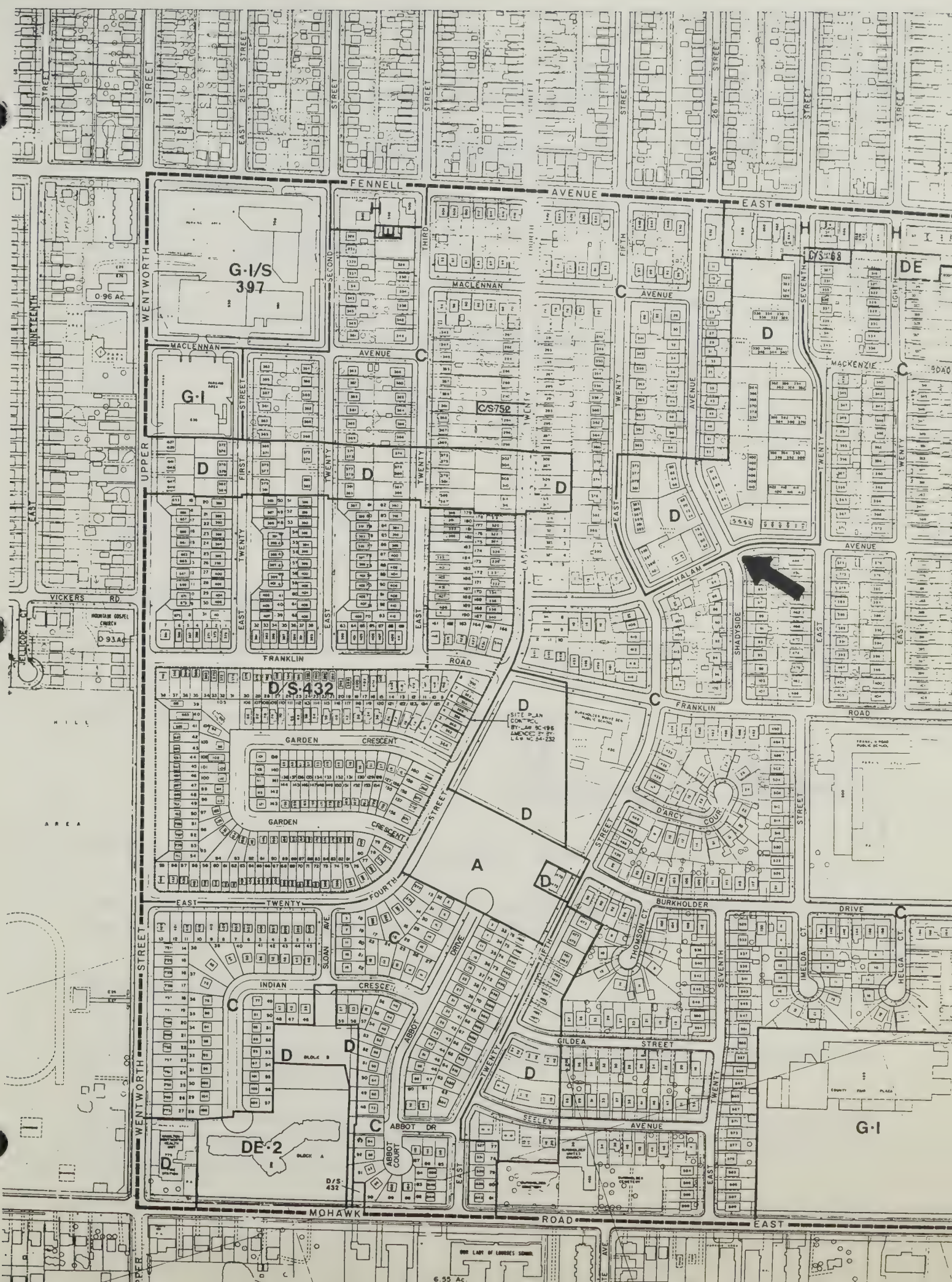
**BACKGROUND:**

The Traffic Department has received a complaint from Mr. John Occhiuto, 85 Shadyside Avenue, that a hedge on the southwest corner of Halam and Shadyside is obstructing the view of eastbound motorists attempting to enter the intersection from Halam

An investigation has confirmed that, because of the curve in the roadway, not only the hedge but some trees and shrubs further down the roadway create a sight obstruction for eastbound motorists. However, a review of the existing stop control has revealed that switching the direction of stop control would be beneficial to the pattern of stop control on both of these streets.

Switching the direction of stop control would also eliminate the sight obstruction problem. Therefore, the Traffic Department recommends that the existing direction of stop control be switched such that northbound and southbound traffic on Shadyside would be required to stop for eastbound and westbound traffic on Halam.





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G-I

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SITE PLAN  
CONTRACT  
BY J. W. C. 196  
JANUARY 27, 1906  
L. O. C. 2-232

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DE-2

G-I

6.55 Ac





11e.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 August 3

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

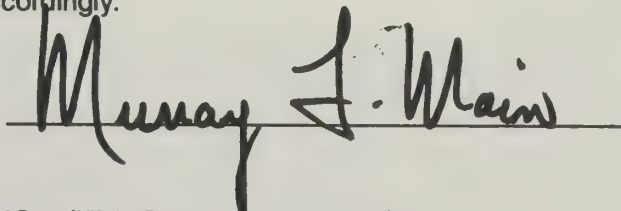
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Mars Avenue and Cheever Street - Intersection Control [TEC-194-90]

RECOMMENDATION:

- a) That northbound traffic on Cheever Street be required to stop for eastbound and westbound traffic on Mars Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

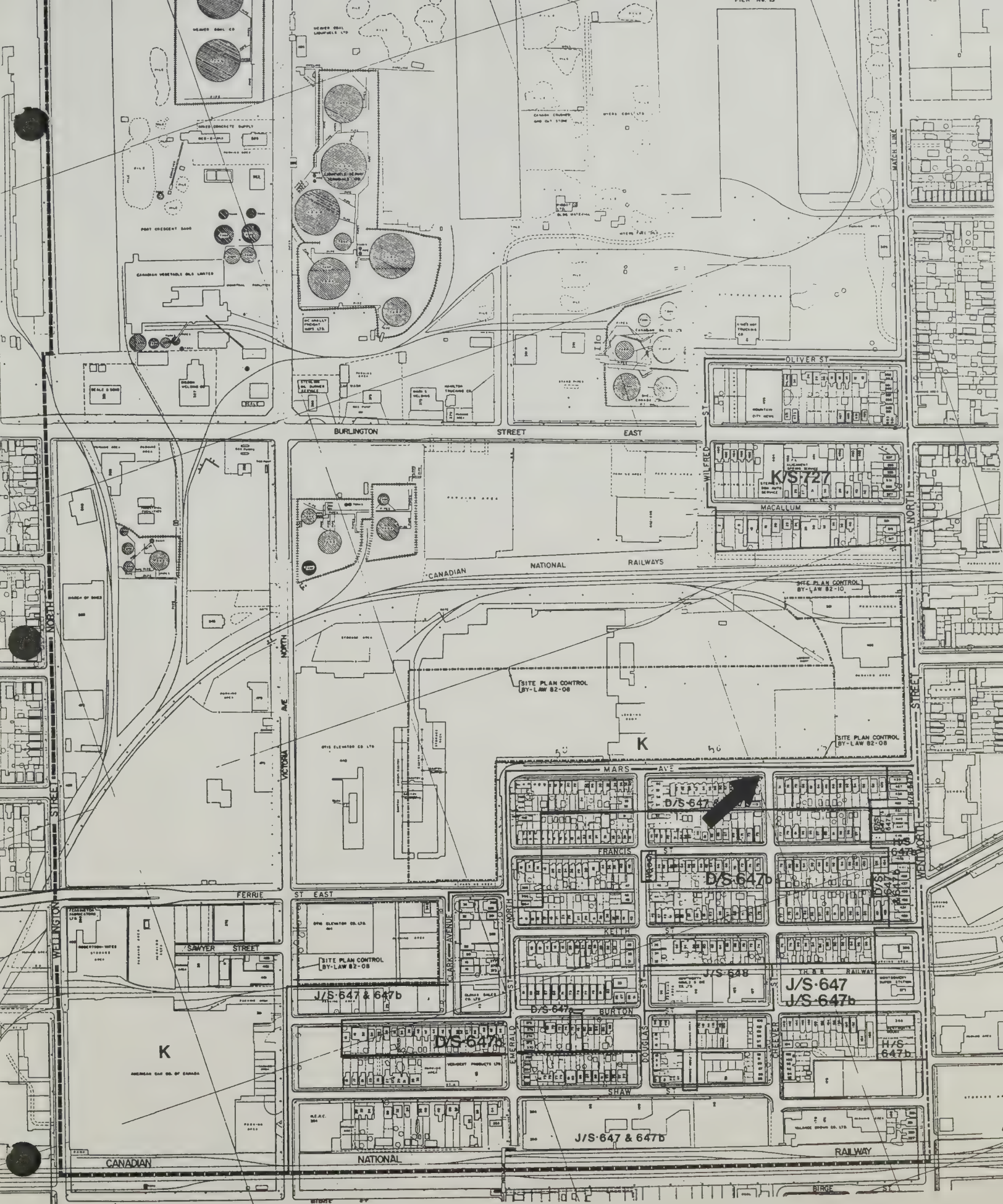
BACKGROUND:

Alderman Don Drury requested the Traffic Department to investigate the possibility of implementing three-way stop control at the intersection of Mars and Cheever.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection in the past 7 1/2 years. Thus, the intersection is operating safely.



The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Cheever would be required to stop for eastbound and westbound traffic on Mars.







K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

TEL: 546-2700  
FAX: 546-2095

**THE CORPORATION OF THE CITY OF HAMILTON**  
OFFICE OF THE CITY CLERK

~~September 12, 1990~~

**NOTICE OF MEETING**

**TRANSPORT AND ENVIRONMENT COMMITTEE** GOVERNMENT DOCUMENTS

Monday, **September 17, 1990**  
9:30 o'clock a.m.  
Room 233, City Hall

T. Agnello, Secretary  
Transport and Environment Committee

**A G E N D A**

1. (a) Approval of the Minutes of the Meeting held August 20, 1990  
(b) Approval of the Minutes of the Planning and Development Committee and  
Transport and Environment Joint Meeting held August 22, 1990
2. **MAYOR R. M. MORROW**  
Go Train Service to Hamilton



3. DIRECTOR OF PROPERTY

Crescent Oil Property - Cannon Street East (Previously Tabled)

4. COMMISSIONER OF TRANSPORTATION

1990 Bus Shelter Program

5. DIRECTOR OF PUBLIC WORKS

- (a) Sanitation Depot - 2418 Barton Street East
- (b) Overdrafts in Forestry Storm Damage Accounts
- (c) Staff Training for Vehicles with Air Brakes

6. MANAGER OF PURCHASING

Supply and Delivery of Traffic Signal Control System

7. COMMISSIONER OF ENGINEERING

- (a) Proposed Construction of an Independent Concrete Sidewalk on the West Side of Centennial Parkway Between Delawana Drive and Barton Street
- (b) Temporary Street Closures
  - (i) Paisley Avenue from South Oval to Unassumed Alley South of King Street West - Saturday, September 15, 1990 8:00 p.m. to 10:00 p.m.
  - (ii) Between 78 and 100 Dragoon Drive - Saturday, September 22, 1990 3:00 p.m. to 11:30 p.m.
  - (iii) Hughson Street North Between Cannon Street and Robert Street - Sunday, September 9, 1990 8:00 a.m. to 6:00 p.m.
- (c) Incorporating Certain City Lands into Various Streets by By-law
- (d) Eastgate Heights Extension - 1990 Servicing Expenditures





8. CONFERENCES

- (a) Hazardous Materials/Wastes:  
Social Aspects of Facility Planning and Management  
Toronto, Ontario - September 30 to October 3, 1990
- (b) Changing Attitudes About the Environment in the 90's  
Ottawa, Ontario - October 21 to October 24, 1990

9. DIRECTOR OF TRAFFIC SERVICES

- (a) Apartment Building at No. 120 Charles Street -  
Application for a Time Limit Exemption Permit
- (b) Limeridge Road East - Left Turn Prohibitions
- (c) Prohibition of Parking on City Boulevards Between the Sidewalk and Curb
- (d) Level of Various Parking Violation Fines

10. PARKING REGULATIONS

- (a) Beland Court Between Lucerne Avenue and the South End
- (b) Hess Street North Between Napier Street and Peter Street
- (c) Baillie Street Between Augusta Street and the North End
- (d) Mars Avenue Between Wentworth Street North and Cheever Street
- (e) East Side of East 14th Street, North of Howe Avenue -  
Wheelchair Loading Zone
- (f) No. 70 Burton Street - Wheelchair Loading Zone
- (g) No. 116 Grosvenor Avenue North -  
Request for Reserved Permit Parking for a Handicapped Resident
- (h) No. 68 Graham Avenue North -  
Relocation of Reserved Permit Parking Space for a Handicapped Resident
- (i) No. 32 Northgate Drive - Driveway Clearance

11. INTERSECTION CONTROL

- (a) Intersection of West 16th Street and Sanatorium Road
- (b) Intersection of Independence Drive and the East Leg of Ironwood Crescent





12. ALDERMAN H. MERLING

Intersection Control - East 23rd Street and Brucedale Avenue East

13. ALDERMAN V. J. AGRO

(a) Fence at the Rear of 201 Bay Street North (Previously Tabled)

(b) Intersection Control: Bay and Macauley, and Bay and Picton

(c) Street Lights on Ravenscliffe Avenue

14. ALDERMAN B. HINKLEY

(a) Modification to Permit Parking Regulations

(b) Intersection Control - Cheever Street and Birge Avenue

15. ALDERMAN D. ROSS

Intersection Control: South Bend Road West and West 2nd Street

16. ALDERMAN D. AGOSTINO

Intersection Control - Greenhill Avenue and Stewartdale Avenue

17. NEW BUSINESS

18. ADJOURNMENT



## TRANSPORT AND ENVIRONMENT COMMITTEE

### OUTSTANDING ITEMS

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Gibson Avenue Parking Regulations	August 21, 1989	Ald. D. Drury	Tabled
2.	Time Limit Exemption Permit 8 1/2 Ottawa Street North	November 20, 1989	Alderman Christopherson	Tabled
3.	School Traffic Officer - Lawrence Road	November 20, 1989	Ald. D. Agostino	Tabled
4.	Road and Sidewalk Prioritization Reconstruction Program	January 22, 1990	Mr. E.M. Gill	Report Pending
5.	Reduce Speed Limits in School Areas	January 22, 1990	Mr. M. Main	Report Pending
6.	Windermere Basin Rehabilitation Project	March 5, 1990	Mr. E. M. Gill	Tabled - Prepare Report
7.	Vehicular Traffic - Durand Neighbourhood	March 5, 1990	Mr. M. Main	Report on Short Term Solutions
8.	Railway Safety Regulations	April 2, 1990	Mr. E. M. Gill	Report Pending
9.	Intersection Control - Carriagegate Drive and Parkplaza Drive	May 4, 1990	Ald. H. Merling	Tabled





10.	School Crossing Guard - Intersection of Upper Gage and Loconder Drive	May 23, 1990	Ald. H. Merling	Tabled
11.	Parking Regulations - West 1st St. between Monarch Rd. and Wembley	May 23, 1990	Ald. T. Murray	Tabled
12.	Traffic conditions on Owen Place	June 8, 1990	Mr. M. Main	Pending Traffic report
13.	Bench Advertising	August 13, 1990	Mr. E. M. Gill	Pending Report
14.	Maintenance of Walkways	August 13, 1990	Mr. J. Pavelka	Pending Report
15.	Greenhill Gardens Phase 2/Plan 62M-494 142 Cherryridge Close	August 15, 1990	Mr. P. Barkwell	Pending Report
16.	Stops Signs on Greenhill Avenue	August 20, 1990	Mr. M. Main	Pending Report
17.	Unlawful Removal of Trees	August 28, 1990	Mr. L. Farr City Solicitor's Office	Pending Report

Dated: September 10, 1990

T. Agnello  
Secretary





Monday, August 20, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

1a.

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Alderman D. Christopherson, Vice-Chairman  
Mayor R. M. Morrow  
Alderman T. Cooke  
Alderman V. J. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman T. Murray

Absent: Alderman J. Smith

Also present: Alderman F. Lombardo  
Mrs. B. Price, Hamilton Safety Council  
Mr. L. Sage, Chief Administrative Officer  
Ms. P. Noé Johnson, City Solicitor  
Mr. P. Barkwell, City Solicitor's Office  
Mr. L. Farr, City Solicitor's Office  
Mr. G. Aston, Regional Engineering Department  
Mr. J. Pavelka, Director of Public Works  
Mr. M. Main, Director of Traffic Services  
Mr. H. Solomon, Traffic Department  
Mr. A. Georgieff, Director of Local Planning  
Mr. B. Janssen, Planning and Development Department  
Mr. M. Watson, Manager, Real Estate Division  
Miss T. Agnello, Secretary

1. **ADOPTION OF THE MINUTES**

The minutes of the meeting of July 23, 1990 were adopted as circulated.

2. **REFERRED FROM CITY COUNCIL - Unlawful Removal of Trees**

It was moved, seconded and **carried** that the motion referred from City Council to the Transport and Environment Committee regarding unlawful removal of trees be referred to staff for a complete report and preparation of appropriate draft by-law.

3. **ALDERMAN V. J. AGRO - Fence at rear of 201 Bay Street North**

The Committee unanimously agreed to table the report to the next meeting.

4. **DIRECTOR OF PROPERTY**

4.1 **Option to Purchase - 844 Upper Wentworth Street**

As recommended by the Director of Property in a report dated August 8, 1990, the Committee recommended to Council as follows:

That an Option to Purchase executed by Luigi Mammoliti on August 7, 1990 and scheduled for closing on or before November 22, 1990 for the purchase of part of the property at 844 Upper Wentworth Street required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed.

**NOTE:** The subject property contains 1,287 square feet (119.56 square metres) and is shown as Parts 9 and 10 on Plan 62R-11054. Consideration in the amount of \$1.00 has been paid to the owners and forms part of the purchase price.

The purchase price of \$2.00 is to be charged to Account No. CF5698 528946015.

**4.2 Crescent Oil Company of Canada**

The Committee agreed to table the information report regarding Crescent Oil property - Cannon Street West to a later meeting.

**5. CITY SOLICITOR****5.1 Expropriation Notices - 1286, 1276 Upper James Street and 11 Forbes Street**

As recommended by the City Solicitor in a report dated August 8, 1990, the Committee forwarded the following recommendation to Council for approval:

That the City Clerk be authorized and directed to:

- (a) Give Notice of the City's Application for Approval to Expropriate for highway and municipal purposes,
  - (i) A parcel of land known municipally as Part of 1286 Upper James Street, measuring approximately 33 feet by 73.02 feet, described as Part 3 on Plan 62R-10161.
  - (ii) A parcel of land known municipally as Part of 1276 Upper James Street, measuring approximately 33 feet by 84.54 feet, described as Part 4 on Plan 62R-10161.
  - (iii) A parcel of land known municipally as Part of 11 Forbes Street, measuring approximately 72 feet by 33 feet, described as Part 5 on Plan 62R-10161.

These Notices will be given to all registered owners and tenants (as defined in The Expropriations Act) of the said lands.

- (b) Advertise Notice of the City's Application in a newspaper as required by The Expropriations Act; and,
- (c) Sign and receive the said Application for Approval of these Expropriations.

**5.2 Drainage Problems - 142 Cherryridge Close  
and Lot Grading - Greenhill Gardens, Phase 2, Plan 62M-494**

As recommended by the City Solicitor in a report dated August 15, 1990, the Committee recommended to Council as follows:

- (a) That the City require Cochren Construction Company Limited, the Subdivider, to retain a Consulting Engineering to provide a report to the Commissioner of Regional Engineering with respect to lot grading in Greenhill Gardens, Phase 2, Plan 62M-494, addressing specifically drainage problems at Lot 5 (142 Cherryridge Close), including, a recommendation for the elimination of drainage problems at Lot 5 (142 Cherryridge Close) and, if required, the submission of a proposed amended grading plan for the subdivision. This report to be submitted to the Commissioner of Regional Engineering on or before September 15, 1990.
- (b) That Litigation Counsel report back to the Transport and Environment Committee with respect to the Consulting Engineer's report, together with a recommendation for resolution of the lot grading in this subdivision, and the drainage problem at Lot 5, Plan 62M-494 (142 Cherryridge Close) at the first meeting of the Transport and Environment Committee in October 1990.

6. **DIRECTOR OF PUBLIC WORKS**

6.1 **Sanitation Depot - 2418 Barton Street East**

A discussion ensued regarding the use of trees or 250' length fence as a buffer and what height the fence, if erected, would be.

After some consideration, the Committee decided to refer the matter back to the Public Works Department for further information with respect to fencing and associated costs.

The Committee confirmed that the letter dated August 14 as attached to the agenda, be sent to the developer.

6.2 **Establishment of Administration and Processing Fee for Legal Firms Respecting Verification of Status of Snow Clearing and Weed Cutting Charges**

As recommended by the Director of Public Works in a report dated August 13, 1990, the Committee recommended to Council as follows:

That approval be given for establishing a \$15.00 administration and processing fee, in the Public Works Department for handling requests from legal firms to verify the status of snow clearing and weed cutting charges which are filed against their clients' properties; and, that this fee be increased annually for the rate of inflation rounded to the next dollar, to offset the City's administrative and processing costs in responding to these requests.

7. **MANAGER OF PURCHASING -**  
**Removal and/or Replacement of Underground Fuel Tanks**

As recommended by the Manager of Purchasing in a report dated August 13, 1990, the Committee forwarded the following recommendation to Council for approval:

- (a) That purchase orders be issued for the removal and/or replacement of underground fuel tanks in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Stremler Equipment Service Ltd., Ancaster

In the amount of \$94,679.00 for tank removal/replacement at Public Works Districts Nos. 1, 4 and City Hall Garage.

Clayar Contracting, Div. Serv-A-Station Maintenance, Dundas

In the amount of \$39,795.00 for tank removal/replacement at Fire Stations Nos. 10, 11, 13 and Public Works District No. 2.

- (b) That a contract be entered into with Stremler Equipment Service Ltd. satisfactory to the City Solicitor.

**NOTE:** Lowest acceptable of four (4) tenders received. Funds provided in Fleet Services Underground Fuel Tanks Account No. 5200 CF649041007 (\$130,174.00) and Works Yard Turner Farm Account No. 5301 CF608741002.



8. COMMISSIONER OF ENGINEERING

8.1 **Proposed Opening of a Portion of Sanatorium Road to  
Provide Access for a Lot Severance at 26 Leadale Place**

As recommended by the Acting Commissioner of Engineering in a report dated July 12, 1990, the Committee recommended to Council as follows:

- (a) That upon receipt of an appropriate survey plan prepared at the expense of the applicants, Mr. and Mrs. H. Stonehouse, a By-law to extend Sanatorium Road as a public highway from the south-west limit of 26 Leadale Place to a point 9.7 metres easterly, including a portion of the 0.30 metre reserve, be enacted by City Council.
- (b) That the Commissioner of Engineering be authorized and directed to register the By-law.

8.2 **PPM Canada Inc - Decontamination of PCB's for Hamilton Hydro**

As recommended by the Acting Commissioner of Engineering in a report dated July 11, 1990, the Committee recommended to Council as follows:

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

- (a) The City of Hamilton has no objection to PPM Canada Inc. carrying out PCB decontamination of 18,184 litres of PCB contaminated mineral oil at Hamilton Hydro's 450 Nebo Road facility in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry, and that applicable City of Hamilton and Regional By-laws are complied with fully;
- (b) No specific City of Hamilton or Regional permits are required for the work proposed by PPM Canada Inc.;
- (c) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

8.3 **Establishment of a Storm and Sanitary Sewer Easement -  
Wheten Court Subdivision**

As recommended by the Acting Commissioner of Engineering in a report dated July 16, 1990, the Committee recommended to Council as follows:

- (a) That the Mayor and City Clerk be authorized and directed to grant a four meter sewer easement to the Region, along the fronts of Lots 1 to 7 inclusive, in the Wheten Court Subdivision.
- (b) That the City Solicitor be directed to prepare the documents for a sewer easement agreement to be executed by the Region.

**8.4 Salci Developments Inc. - One Foot Reserve - Beaverton Drive**

As recommended by the Acting Commissioner of Engineering in a report dated July 24, 1990, the Committee recommended to Council as follows:

That the City convey to Salci Developments Inc. the 1' reserve adjacent to the south limit of Beaverton Drive and the east limit of Acadia Drive (shown as Part 1 on MacKay, MacKay and Peters Plan 62R-11310) for the sum of \$1.00 provided that the owner enters into an agreement with the City of Hamilton to provide for the recovery of all land and servicing costs and for the execution of subdivision agreements with the City and with the Region of Hamilton-Wentworth.

**8.5 No. 25 August Street - Discharge of Encroachment Agreement**

As recommended by the Acting Commissioner of Engineering in a report dated July 25, 1990, the Committee recommended to Council as follows:

- (a) That the request of Mr. A. Camani, owner of 25 Augusta Street, to discharge the encroachment agreement for this address, Instrument No. 145734 C.D. registered on December 7, 1979, be approved subject to the payment of the \$126.00 discharge fee.
- (b) That the appropriate civic officials be authorized to execute the documents in relation to this discharge.

**8.6 Temporary Street Closure for a Jazz Festival - Hess Street South**

As recommended by the Acting Commissioner of Engineering in a report dated July 26, 1990, the Committee recommended to Council as follows:

That the action of the Commissioner of Engineering in authorizing the application of Michael Temperley, agent for the Hess Village Merchants Association to temporarily close Hess Street South between George Street and King Street on Saturday, August 18, 1990 and Sunday, August 19, 1990 from 12:00 noon to 8:00 p.m. to hold a Jazz Festival, be approved subject to the following conditions:

- (i) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (ii) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
- (iii) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (iv) That the applicant provide proof of \$2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (v) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (vi) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (vii) That all property owners and tenants along the closed portion of the street be notified of the festival by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering to be approved.

8.7 **Sorrento Place from Como Drive to the North Limit -  
Proposed Construction of Concrete Sidewalks on both sides**

As recommended by the Acting Commissioner of Engineering in a report dated August 8, 1990, the Committee recommended to Council as follows:

- (a) That the Subdivider, DiCenzo Construction Company Limited, be advised of the receipt of a sufficiently signed petition, as outlined in Section 11 of the Local Improvement Act, for concrete sidewalk installation on both sides of Sorrento Place, and that said Subdivider proceed with construction.
- (b) That the Subdivider pay 100% of all costs (both the City's and the Owner's share under the Local Improvement Act) for the construction of the sidewalk.

8.8 **Standard City Subdivision Agreement -  
Amendment to Section on Trees and Seeding**

As recommended by the Acting Commissioner of Engineering in a report dated July 30, 1990, the Committee recommended to Council as follows:

- (a) That the Standard City Subdivision Agreement be amended as follows:

Delete Section VI - Trees and Seeding - Schedule "G" and introduce a new Section VI - Trees and Seeding:

Trees and Seeding

- (i) The subdivider shall seed to the satisfaction of the City Engineer untravelled portions of the highways within the subdivision or on which the subdivision abuts, and maintain same as set out in Schedules E and F appended hereto, This work shall be completed within six months after installation of sidewalks and curbs.

The estimated cost thereof is . . . . . \$ \_\_\_\_\_

- (ii) The subdivider shall pay the actual cost to the City for planting of trees on City streets generally at the rate of one tree per lot and at a similar frequency for flankages of Blocks.

The estimated cost thereof, as shown on Schedule F, is to be deposited at the time of execution of the agreement, with adjustments to be made thereto upon the completion of planting.

The estimated cost of the trees is . . . . . \$ \_\_\_\_\_

- (b) The above amendment shall be applied to all subdivisions for which schedules of work are approved after the adoption of the amendment to the subdivision agreement by City Council.



**8.9 1990 Servicing Expenditures Related to Subdivisions**

As recommended by the Acting Commissioner of Engineering in a report dated August 13, 1990, the Committee recommended to Council as follows:

- (a) That the estimated costs of services in:
  - (i) Coventry Gardens, Hamilton  
City's Share - \$523,127.00, Subdivider's Share - \$230,838.16
  - (ii) Abbey Hill Farm - Phase 2, Hamilton  
City's Share - \$48,278.28, Subdivider's Share - \$138,178.97
  - (iii) South Hill Subdivision, Hamilton  
City's Share - Nil, Subdivider's Share - \$348,259.65

be adopted for inclusion in the respective Subdivision Agreements with the Owners.

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective Owners.
- (c) That the approval of the above recommendations be subject to the condition that no work be commenced until the Final Survey Plans and Subdivision Agreements have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so as his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share of the cost of services for these developments (\$571,405.28) be approved, and that the Finance and Administration Committee recommend the source of funding for projects.

**8.10 Incorporating City Lands into Various Streets By By-law**

As recommended by the Acting Commissioner of Engineering in a report dated August 8, 1990, the Committee recommended to Council as follows:

- (a) That the following City lands be incorporated into various streets:
  - Parts 9 and 10, Plan 62R-10132 Dragoon Drive
  - Lot 101, Plan M-163 Fairington Crescent
  - Part 2, Plan 62R-10638 Fairington Crescent
  - Parts 3 and 4, Plan 62R-10203 Rambo Street
- (b) That the By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Engineering be authorized and directed to register the By-laws.

9. DIRECTOR OF TRAFFIC SERVICES

9.1 **Changes to Snow Route System - Deletion of Sections of Streets**

As recommended by the Director of Traffic Services in a report dated July 26, 1990, the Committee forwarded the following recommendation to Council:

(a) That the following sections of street be deleted from the snow route system:

- both sides of Charlton Avenue West between Queen and Locke Streets
- south side of Charlton Avenue West between Locke and Dundurn Streets
- north side of Herkimer Street between Queen and Dundurn Streets

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

9.2 **Establishment of New Bus Stops - Bayfront and Nash Bus Routes**

As recommended by the Director of Traffic Services in a report dated August 7, 1990, the Committee forwarded the following recommendation to Council:

That, in accordance with the request of the Hamilton Street Railway Company, the following bus stops be established:

Route No. 4 Bayfront and Route No. 57 Nash

- Northbound - Kenora Avenue, 177 feet north of Barton Street East (M/B)
- Northbound - Kenora Avenue, 115 feet south of Bancroft Street (M/B)
- Westbound - Bancroft Street, 460 feet west of Kenora Avenue (M/B)
- Southbound - Nash Road, 184 feet south of Bancroft Street (M/B)
- Southbound - Nash Road, 165 feet north of Barton Street East (M/B)

9.3 **Signal Agreement with CP Rail - Catharine and Hunter Streets**

As recommended by the Director of Traffic Services in a report dated July 30, 1990, the Committee forwarded the following recommendation to Council:

That the City Solicitor be directed to prepare an agreement with CP Rail for the attachment of traffic signal equipment to the CP Rail structure (mileage 57.83 Fort Erie Subdivision) at the intersection of Catharine and Hunter Streets.

**9.4 138 East 23rd Street - Discharge of Residential Boulevard Parking Agreement**

As recommended by the Director of Traffic Services in a report dated August 7, 1990, the Committee forwarded the following recommendation to Council:

- (a) That the existing residential boulevard parking agreement between the City and Edward Pearman and William Theule, registered as Instrument No. 138201 C.D. to the property at 138 East 23rd Street, be discharged, at the property owners expense; and
- (b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement; and
- (c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

**9.5 Temporary Time Limit Exemption Permits in Construction Areas**

As recommended by the Director of Traffic Services in a report dated July 24, 1990, the Committee forwarded the following recommendation to Council:

That the Director of Traffic Services be authorized to issue, at no charge, temporary time limit exemption permits to residents whose access to their property is cut off during construction periods.

**9.6 Installation of New Parking Meters on Ottawa Street Between Cannon and Barton Streets**

As recommended by the Director of Traffic Services in a report dated August 13, 1990, the Committee forwarded the following recommendation to Council:

That the cost of installing 54 new parking meters on Ottawa Street between Cannon and Barton Streets, which is approximately \$35,000.00, be charged as an overdraft to the City Traffic Department Account No. CHXXXX 75999 (Parking Meters).

**9.7 Approval of Tube Style Taxi Stand Signing and Expenditure for One Taxi Stand**

As recommended by the Director of Traffic Services in a report dated August 14, 1990, the Committee forwarded the following recommendation to Council:

- (a) That the tube style taxi stand signing be approved; and
- (b) That an initial expenditure for one taxi stand sign be approved.



**9.8 Pedestrian Crosswalk - Upper Wentworth Street**

Prior to voting on the motion, a discussion ensued regarding traffic conditions at the locations of the crosswalk in question.

- (a) That pedestrian crosswalk lines be painted across Upper Wentworth Street at a point approximately 180 metres south of Mohawk Road.
- (b) That the Commissioner of Engineering be directed to investigate the feasibility of installing wheelchair ramps and sidewalk extensions to accommodate the pedestrian crosswalk, and;
- (c) That a recommendation be forwarded to the Engineering Services Committee recommending the implementations of a two-way left turn lane on Upper Wentworth Street from a point approximately 203 metres south of Mohawk Road to 83 metres southerly.
- (d) That a recommendation be forwarded to Engineering Services Committee for the prohibition of U turns at both ends of the median cut on Upper Wentworth Street South of Mohawk Road and at the left turn slot from Upper Wentworth to the northerly entrance to Limeridge Mall.
- (e) That By-law R-89-038 be amended accordingly.

**10. PARKING REGULATIONS****10.1 Norman Street Between Campbell and Argyle Avenue -  
Tabled to September 17, Transport and Environment Committee Meeting**

The Committee agreed to table the item regarding Norman Street between Campbell Avenue and Argyle Avenue to the next meeting.

**10.2 Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law No. 89-72 be amended as follows:**

- 10.2.1 (a) That stopping be prohibited on the west side of Chapple Street commencing at Barton Street East and extending to a point 102 feet northerly therefrom; and
- (b) That the existing parking prohibition on the west side of Chapple street commencing at a point 129 feet north of Barton Street and extending to a point 133 feet northerly therefrom, be removed.
- 10.2.2. (a) That a "No Parking" regulation be implemented on the east side of West Avenue South between Young Street and Stinson Street; and
- (b) That a "Permit Parking" regulation be implemented on the west side of West Avenue South commencing at a point 133 feet south of Stinson Street and extending to a point 20 feet southerly therefrom; and
- (c) That a "One Hour Parking Time Limit" regulation be implemented on the west side of West Avenue South commencing from Stinson Street and extending to a point 133 feet southerly therefrom; and
- (d) That a "One Hour Parking Time Limit" regulation be implemented on the west side of West Avenue South commencing 153 feet south of Stinson Street and extending to a point 23 feet southerly therefrom.

- 10.2.3 (a) That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 302 feet west of Barnesdale Avenue North and extending to a point 20 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Luigi Di Vincenzo, 33 Somerset Avenue.
- 10.2.4 (a) That a "Permit Parking" regulation be implemented on the west side of Madison Avenue commencing at a point 135 feet south of Cannon Street East and extending to a point 20 feet southerly therefrom; for the first half of each month from April to November and during the winter months in accordance with the existing "Alternate Side Parking" regulation; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Jose Da Costa, 31 Madison Avenue.
- 10.2.5 That the existing full time "Wheelchair Loading Zone" regulation on the east side of Chestnut Avenue which commences 188 feet north of Cannon Street and extends to a point 22 feet northerly therefrom, be revised such that the regulation is in effect from 8:00 a.m. to 9:00 p.m., seven days a week.
- 10.2.6 That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m., 7 days a week" regulation be implemented on the east side of Tragana Avenue North commencing at a point 587 feet south of Barton Street East and extending to a point 20 feet southerly therefrom.
- 10.2.7 That a "No Stopping, Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the north side of Howe Avenue commencing at a point 62 feet west of East 17th Street and extending to a point 25 feet westerly therefrom.

11. INTERSECTION CONTROL

- 11.1 Contrary to the Director of Traffic Services recommendation in a report dated July 13, 1990, the Committee recommended to Council as follows:
- (a) That a four-way stop control be implemented at the intersection of Upper Horning Road and Guildwood Drive; and
- (b) That a School Crossing Guard be assigned to the intersection of Upper Horning Road and Guildwood Drive at this time; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.
- (d) That a review of the effectiveness of School Crossing Guards at Upper Horning Road and Guildwood Drive be conducted after a 6 month period.
- 11.2 As recommended by the Director of Traffic Services in a report dated July 25, 1990, the Committee forwarded the following recommendation to Council:
- (a) That eastbound traffic on Vansitmart Avenue be required to stop for northbound and southbound traffic on Talbot Street.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

11.3 As recommended by the Director of Traffic Services in a report dated August 7, 1990, the Committee forwarded the following recommendation to Council:

- (a) That northbound traffic on Millpond Place be required to stop for eastbound and westbound traffic on Rexford Drive;
- (b) That northbound traffic on Robson Crescent (west leg) be required to stop for eastbound and westbound traffic on Rexford Drive; and
- (c) That northbound traffic on Robson Crescent (east leg) be required to stop for eastbound and westbound traffic on Rexford Drive; and
- (d) That northbound traffic on Rowan Court be required to stop for eastbound and westbound traffic on Rexford Drive.
- (e) That the City Traffic By-law No. 89-72 be amended accordingly.

11.4 As recommended by the Director of Traffic Services in a report dated July 31, 1990, the Committee forwarded the following recommendation to Council:

- (a) That the existing eastbound/westbound stop control at the intersection of Halam Avenue and Shadyside Avenue be switched such that northbound and southbound traffic on Shadyside Avenue would be required to stop for eastbound and westbound traffic on Halam Avenue.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

11.5 As recommended by the Director of Traffic Services in a report dated August 3, 1990, the Committee forwarded the following recommendation to Council:

- (a) That northbound traffic on Cheever Street be required to stop for eastbound and westbound traffic on Mars Avenue.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

11.6 The Committee forwarded to Council approval of recommendations of the Director of Traffic Services in a report dated August 20, 1990 and added that Engineering Services Committee be advised as follows:

- (a) That the Hamilton-Wentworth Police be requested to provide additional speed enforcement on Stone Church Road in the vicinity of Walker's Pool.
- (b) That the City of Hamilton recommendation be forwarded to the Engineering Services Committee for their consideration.

12. NEW BUSINESS - None

13. OUTSTANDING ITEMS

13.1 In response to a question from Alderman Agostino regarding item 8: Railway Safety Regulations, Mr. Aston informed him that a report will be forthcoming at the next Transport and Environment Committee meeting.



THE COMMITTEE RECESSED FOR A SHORT BREAK AND IMMEDIATELY RECONVENED.

14. DELEGATIONS

14.1 STOP SIGNS ON GREENHILL AVENUE

Alderman Agostino complained that the request presently before the Committee is not the same as that appeared before the Transport and Environment agenda approximately 6 months earlier. He stated that there are no breaks in traffic and that a three-way stop at Greenhill Avenue and Monte Court is warranted.

The Director of Traffic Services explained that Greenhill Avenue is designated as a major arterial road in the Official Plan. A traffic count of 5,000 vehicles per day has been recorded and there should not be problems crossing the street at this location. He stated that there are presently no playground signs along the park. In concluding, he recommended against a stop sign and stated that the integrity of the criteria for stop signs should be maintained.

The following residents were present to express their concerns:

Steve Corcione, 3 Pavarotti Court

Donna DiDiodato, 2 Pavarotti Court

Maria Truci, 1167 Greenhill Drive

Joe DiDiodato, 2 Pavarotti Court

Mary Barkovic, 1152 Greenhill Avenue

The Residents were concerned with increasing noise, traffic and excessive speaking on Greenhill Avenue, in addition to safety of their children crossing the street and any potential accidents.

Alderman Lombardo suggested that additional speed enforcement be conducted by the Police to which the Committee members concurred. He felt that traffic will increase with the construction of the new east, west highway and with further development of the park.

The Committee concurred with Alderman Cooke that a stop sign may give children a false sense of security. He suggested that the possibility of installing an overhead signalized crosswalk system at this location be conducted as a pilot.

Prior to voting on the motion, the Traffic Services Director advised that complete study and report will be required and that a preliminary report may be available within 6 months.

Upon consideration of the matter, the Committee passed the following motion:

- (a) That the Hamilton-Wentworth Regional Police be requested to provide additional speed enforcement on Greenhill Avenue in the vicinity of Monte Court;
- (b) That the Director of Traffic Services prepare a report to the Transport and Environment Committee on a pedestrian crossover system using the Greenhill Avenue/Monte Court intersection as a pilot project;
- (c) That recommendation (b) be implemented in consultation with the area citizens.

14.2 LLOYD STREET BETWEEN CHAPPLE AND GAGE -  
EXPERIMENTAL STREET CLOSURE

Alderman Drury submitted a petition from the Aluminum Brick & Glass works of North America in opposition to the closure.

Following a brief discussion, it was moved, seconded and **carried** that the recommendation of the Director of Traffic Services in his report dated August 13, 1990 be forwarded to Council as follows:

- (a) That approval in principle be granted to close Lloyd Street to vehicular traffic at approximately the east curb line of Chapple Street by erecting a temporary barrier for a period of six months;
- (b) That the Commissioner of Engineering be directed to carry out the necessary advertising and circularization required prior to closing Lloyd Street and report back.

Ms. Patricia Sutton, Union Secretary for the workers was present to convey the Company's opposition to the closure. She stated concern that the closure may affect the business operations in already trying times. She did not feel children should be using the road as a playground.

15. IN CAMERA SESSION

The Committee adjourned into closed session to discuss litigation matters and reconvened immediately thereafter.

16. ADJOURNMENT

There being no further business, the meeting then adjourned.

**Taken as read and approved,**

**ALDERMAN H. MERLING, CHAIRMAN**  
**TRANSPORT AND ENVIRONMENT COMMITTEE**

**T. Agnello, Secretary**  
**August 20, 1990**

**Typed by M. J. Walton**

Wednesday, August 22, 1990  
9:00 o'clock a.m.  
Room 233, City Hall

1b.

The Planning and Development and Transport and Environment Committees met session.

There were present: Alderman J. Smith, Chairman of the Meeting and Planning and Development Committee  
Alderman H. Merling, Chairman, Transport and Environment Committee  
Alderman F. Lombardo, Vice-Chairman, Planning and Development Committee  
Alderman D. Christopherson, Vice-Chairman, Transport and Environment Committee  
Mayor R. M. Morrow  
Alderman Wm. M. McCulloch, Planning and Development Committee  
Alderman M. Kiss, Planning and Development Committee  
Alderman D. Drury, Transport and Environment Committee  
Alderman D. Agostino, Transport and Environment Committee  
Alderman T. Murray, Transport and Environment Committee

Absent: Alderman D. Ross, Vacation, Planning and Development Committee  
Alderman T. Cooke, Transport and Environment Committee  
Alderman V. J. Agro, Planning and Development Committee

Also present: Alderman J. Gallagher  
Mr. I. Binnie, City's Counsel on Harbour matters  
Mr. L. Sage, Chief Administrative Officer  
Ms. P. Noé Johnson, City Solicitor  
Mr. B. Loreto, City Solicitor's Office  
Mr. A. Georgieff, Director of Local Planning  
Mr. P. Mallard, Planning and Development Department  
Mr. B. Janssen, Planning and Development Department  
Mr. L. King, Building Commissioner  
Mr. P. Lampman, Building Department  
Mr. B. Allick, Building Department  
Mr. R. Doucette, Building Department  
Mr. G. Aston, Regional Engineering Department  
Mr. P. Campea, Regional Engineering Department  
Mr. K. Brenner, Regional Engineering Department  
Mr. T. Engelbrecht, Regional Engineering Department  
Mr. J. Pavelka, Director of Public Works  
Mr. R. Karl, Traffic Department  
Mrs. Susan K. Reeder, Secretary, Planning and Development Committee  
Miss T. Agnello, Secretary, Transport and Environment Committee

1. APPOINTMENT OF CHAIRMAN

Alderman Smith was appointed Chairman of this joint meeting.



2. MEETING IN CLOSED SESSION

The Committee adjourned in-camera to hear from Mr. Ian Binnie, City's Counsel respecting Harbour matters, regarding correspondence received from the Hamilton Harbour Commissioners dated July 27, 1990 on the subject of the Windermere Basin and reconvened immediately thereafter.

The Joint Committee recommended to City Council the following:

That the Region/City approve the additional financial contribution in the amount of \$106,675.10 (each) subject to the following:

- (a) That the Hamilton Harbour Commissioners administer the funds pursuant to the Windermere Basin Trust Agreement dated the 26th day of May 1988;
- (b) That the Hamilton Harbour Commissioners and the Region/City agree on a process for land use determination of Windermere Basin and the Harbour;
- (c) That the Hamilton Harbour Commissioners transfer to the Region/City a minimum of 5% of land in the Windermere Basin for parkland dedication (or equivalent satisfactory to the Region/City recognizing development and maintenance and further Landscaping plans set out in the Windermere Basin Reclamation Project plans), for parkland or gateway/aesthetic purposes PROVIDED that the interest determined is concurred with by the other funding partners, thereby supporting the intent of the original Funding Agreement; and
- (d) That the Hamilton Harbour Commissioners agree to report regularly to the Region/City Councils on the clean-up project of Windermere Basin.

3. SPECIAL MEETING

The Committee also resolved that a special meeting of City Council be held at 6:00 p.m. on Thursday, August 28, 1990 to discuss the conditions with Mr. Binnie.

4. ADJOURNMENT

There being no further business, the Joint Committee adjourned.

Taken as read and approved,

ALDERMAN J. SMITH, CHAIRMAN  
PLANNING AND DEVELOPMENT COMMITTEE

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

Susan K. Reeder, Secretary  
Planning and Development Committee

Tina Agnello, Secretary  
Transport and Environment Committee

August 22, 1990

Typed by M. J. Walton

ROBERT M. MORROW  
MAYOR

AUG 21 1990



2.

1990 August 21

TO: Ms. Tina Agnello, Secretary  
Transport and Environment Committee

FROM: Mayor Robert M. Morrow

SUBJECT: GO TRAIN SERVICE TO HAMILTON

*Bob Morrow*

Attached is a copy of a letter from Mr. D. Luzzi, President of the Hamilton & District Chamber of Commerce regarding GO Train Service to Hamilton which was presented to the Finance and Administration Committee by Alderman Don Ross at its meeting held 1990 June 21 and received.

In receiving the correspondence, the Finance and Administration Committee requested that I forward a letter to the Transport and Environment Committee recommending that a resolution be submitted to City Council supporting this particular project requesting that all necessary authorities become involved.

In this regard, subjoined is a draft resolution for consideration of the Transport and Environment Committee and subsequent submission to City Council.

"WHEREAS all projects of Ontario Government Ministries and Agencies must conform to the Environmental Assessment Act; and

WHEREAS lengthy delays for approval of the GO Train Project for Hamilton would result in a negative economic impact on the City of Hamilton and surrounding communities;

NOW THEREFORE be it resolved that the City of Hamilton petition the Honourable Jim Bradley, Minister of the Environment to review the current timetable for the release of the Environment Review to ensure that the project to provide GO Train Service to Hamilton is proceeded with in an expedient fashion."

att.

c.c. Alderman B. Hinkley, Chairman, Finance and Administration Committee  
Alderman D. Ross  
Mr. D. Luzzi, President, Hamilton & District Chamber of Commerce



The  
Hamilton & District  
Chamber  
of Commerce

**COPY**

100 KING ST. W., SUITE 830, HAMILTON, CANADA L8P 1A2 PHONE (416) 522-1151

April 11, 1990

APR 17 1990

The Honourable Jim Bradley,  
Minister of the Environment  
135 St. Clair Avenue North,  
Toronto, Ontario.  
M4V 1P5

Dear Mr. Minister:

**RE: GO TRAIN SERVICE TO HAMILTON**

The Hamilton & District Chamber of Commerce is pleased to see the very strong commitment to public transit systems as outlined in the Premier's announcement of \$5 Billion for Toronto area system improvements on April 5, 1990.

We note that in the announcement mention was made of a proposed move of the Hamilton service to the downtown TH & B station.

Our information indicates that the major step which is needed to facilitate this project is the release of the Environmental reports on the GO Transit proposals. We urge you to direct your officials to fast track the environmental study and more aggressively pursue its release and approval.

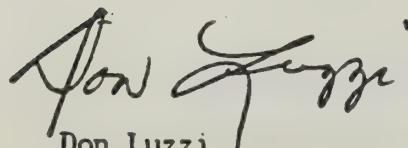
The need for the Downtown Hamilton link has been well established (as attested by the increasing traffic difficulties experienced this side of Burlington each day).

GO Transit needs to start construction by next year if we are to see trains in downtown Hamilton by 1995.

Our community is very concerned with the length of time for making the change over a reality. We would appreciate your confirmation of a timetable for the release of the Environmental Review.

Your concern and consideration is appreciated.

Yours truly,

  
Don Luzzi,  
President.



3

**CITY OF HAMILTON**

**— INFORMATION —**

**DATE:** 1990 August 16

**REPORT TO:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. D. W. Vyce  
Director of Property

DEPT. FILE: (2719)

**SUBJECT:** Crescent Oil Property  
- Cannon Street West

**BACKGROUND:**

On July 23, 1990, the Transport and Environment Committee were approached by a delegation of residents from the Cannon Street West - Caroline Street - Railway Street area who wished to discuss problems the neighbourhood was encountering with respect to the Crescent Oil Property at 136 Cannon Street West.

As a result of the airing of the residents views, the Transport and Environment Committee directed our Department to contact the owner/business operator of the premises to discuss the problems and the possible acquisition of the site.

On August 2, 1990, Mr. M. Watson and myself attended the premises of Crescent Oil and met with the President, Mr. Peter D. Ewen.

Our meeting revealed the following:

- a) Crescent Oil has been in existence at this location since 1905. The Ewen family have owned the business since 1928. A third generation of Ewen now operates the business. Three properties are involved:
- i) 136 Cannon Street West, owned by Donald Ewen, Peter Ewen's father and leased to Crescent Oil.
  - ii) 134 Cannon Street East, owned by E. L. Ewen, Donald Ewen's wife and leased to Crescent Oil.
  - iii) 118 Caroline Street North, owned by Marian Ewen, Peter Ewen's wife and leased as a residential unit.
  - iv) a fourth legal interest in the property also exists by virtue of occupancy through a lease. The tenant of course is Crescent Oil.

- b) The site area used for business purposes contains 12,157 square feet. The site area of 118 Caroline Street North is 2,298 square feet. Approximately 9,200 square feet of building space is used for business purposes.
- c) Peter Ewen has said to us, "He really is happy where he is. This is a third generation operation and a lot of memories are contained in the place. He said his retail trade with its inherent high profit margin would be lost at a new location. He said he has no intentions of moving."

On the other hand, he did say "that for him to consider a move, it must be worthwhile to him, or he would not move."

- d) The site in my opinion is relatively clean. Most of the site is occupied by buildings. A portion of the site along Railway Street absorbed some oil due to a spill a few years ago. The absorption into the ground was not great. Mr. Ewen advises that he has had no fires at the premises; the materials stored are not as flammable as gasoline - they are oils.
- e) Mr. Ewen advises that he has attempted at all times to be a good neighbour asking the residents to contact him directly if there are any problems at all. For some time now, he has been parking his fleet of eight (8) vehicles off site to avoid any congestion of the neighbourhood and so as not to further antagonize the residents of the area.

#### Conclusions

The aforementioned facts and our discussions with the Legal Department and other City staff have led us to the following opinions and conclusions:

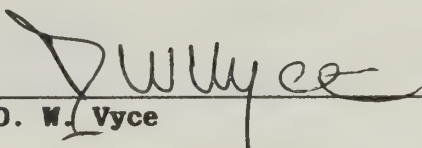
- a) There doesn't appear to be any specific municipal requirement for the property. In order for the City to purchase same, a clear reason for the purchase must be identified. If challenged, the purpose for the acquisition must be substantiated.
- b) It appears to us that expropriation procedures will likely be necessary if the City is to acquire the property. We have come to this conclusion based on comments of Mr. Ewen that he does not wish to move and even if he did, it would have to be worthwhile to him. The term "worthwhile" in our experience generally means "financially attractive".

We do not believe an Offer to Purchase the property would be financially attractive to Mr. Ewen and would be further compounded by the varied title interests in the property.

If expropriation is required, the City must substantiate before the Ontario Municipal Board that the acquisition is fair, sound and reasonably necessary to achieve the objectives of the City.

- c) Since the property touches the Central Neighbourhood Park, an obvious consideration would be to consider its acquisition for parks purposes. I have discussed this with the Director of Public Works. Our conclusion is that we could not support its acquisition for parks purposes. We considered access and parking for the park and found both to be adequate. The acquisition of the site, if contemplated for parks purposes was not considered in any budget deliberations and will have an impact on the 5% parks fund.
- d) In order to determine if a proposal is "worthwhile", an appraisal must be prepared. Since our staff are completely overwhelmed by a multitude of priority work assignments and since there are four varied interests in the property, I would recommend an appraisal report be obtained by an independent fee appraiser, if the City wishes to pursue the matter further and do it expeditiously. An appraisal of the four interests in the property would cost an estimated \$4,000.00. We have no funds within our budget to cover the cost of retaining the services of such a consultant.

In light of the above, we await direction from the Committee as to what further action our Department is to take towards the acquisition of the Crescent Oil property.

  
D. W. Vyce

c.c. Alderman V. Agro, Alderman, Ward 2  
Mr. Lou Sage, Chief Administrative Officer  
Mrs. P. Noé Johnson, City Solicitor  
Mr. J. G. Pavelka, P.Eng., Director of Public Works  
Mr. M.C.J. Watson, Manager, Real Estate Division  
Mr. R. Buckle, Chief Appraiser, Real Estate Division



Corporation of the City of Hamilton

Memorandum

File  
200-02

\*\*\*\*\*

TO: Mr. M. F. Main, P.Eng.  
Director of Traffic Services  
Attention: Mr. Marty Hazell

Mr. E. M. Gill, P.Eng.  
Commissioner of Engineering  
Attention: Mr. G. P. Aston, P.Eng.

Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

Ms. Patrice Noé Johnson  
City Solicitor

YOUR FILE:

FROM: Miss Tina Agnello, Secretary  
Transport and Environment Committee

OUR FILE:  
PHONE: 546-2729

SUBJECT: DELEGATION RE: CRESCENT OIL CO. OF CANADA DATE: August 1, 1990  
AND RAILWAY STREET - PARKING PERMIT REGULATION

Sub-joined for your information and appropriate action is a copy of Section 1 of the TENTH Report of the Transport and Environment Committee adopted by City Council at its meeting held July 31, 1990.

T. Spruell

c.c. Alderman H. Merling, Chairman  
Transport and Environment Committee

Alderman V. J. Agro

Alderman W. M. McCulloch

1. (a) That a permit parking regulation be implemented on the west side of Railway Street from a point 156' north of Cannon Street to the northerly end;
- (b) That stopping be prohibited on the east side of Railway Street from Cannon Street to the northerly end;
- (c) That By-law No. 89-72 be amended accordingly.
- (d) That negotiations be initiated with the President of Crescent Oil Company of Canada, to investigate the possibility of relocating the business in order to address the issue of a commercial use within a residential area.

SEP 10 1990

FOR ACTION

4.

REPORT TO: T. Agnello, Secretary,  
Transport and Environment Committee

FROM: L. D. Turvey,  
Commissioner of Transportation

DATE: September 7, 1990

SUBJECT: 1990 Bus Shelter Program

RECOMMENDATION:

That the Transport and Environment Committee approve 45 proposed bus shelter locations in the City of Hamilton from the attached Table 1, of which 39 shelters are to be installed, subject to acquiring the applicable encroachment agreements.

A timely approval from the Transport and Environment Committee is essential to ensure the completion of the 1990 Shelter Program.

FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the H.S.R. 1990 Shelter Capital Budget account number 16045032.

BACKGROUND:

A total of 39 shelters with the highest warrant scores from the attached list of 45 locations will be installed in 1990. The shelter locations have been listed in descending order according to the total warrant score ranking. The list of 45 shelter locations require approval as past experience has shown that property owners may not agree to an encroachment agreement, and therefore, the next location on the list would be eligible for a shelter in 1990.

Drawings for all 45 proposed shelter locations have been circulated to various City and Regional departments for their review. Written responses have been received from the Department of Public Works and the Traffic Department (see Appendix A). A verbal approval has also been delivered from the Engineering Department.

Each proposed shelter location is evaluated using 6 major criteria from the Hamilton Street Railway Warrant Sheet to determine priority listing. A detailed description of how proposed shelter locations are evaluated, is shown on the attached Appendix B. The major warrant criteria categories are briefly described below:

**Bus Shelter Warrant Criteria:**

1. **Physical Aspects** - passenger exposure to the weather (e.g. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building)
2. **Passenger Usage** - total number of daily boarding passengers at the bus stop.
3. **Route Stability** - indicates whether the route will be realigned within the next five years resulting in an unused shelter.
4. **Passenger Waiting Time** - half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.

5. Land Use in neighbourhood - priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.
6. Advertising Exposure - the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Every request for a bus shelter that was received was ranked on the above criteria and either included in the total number of shelters that could be installed, rejected or temporarily delayed for one of the following reasons:

- A) Insufficient land to install a shelter
- B) Redevelopment in the surrounding area
- C) Delayed due to road reconstruction

Items B and C will be carried over to the 1991 Shelter Program and be re-evaluated.

#### 1990 ON-HOLD AND REJECTED SHELTER REQUESTS

##### A) Insufficient land to install shelter:

1. Barton St. E. at Lottridge St., south west corner  
(Requested by: citizen)
2. Mount Albion Rd. opposite Glen Castle Dr., east side  
(Requested by: Councillor Agostino)
3. Main St. E. at Sanford Ave., south west corner  
(Requested by: citizen)

##### B) On-hold due to review/redevelopment in the surrounding area:

1. Upper Sherman Ave. at Stonechurch Rd., south east corner  
(Requested by: citizen)
  - Shopping Mall to open in fall of 1990
2. Fennell Ave. at West 5th St., north west corner  
(Requested by: citizen)
  - existing bus stop is currently under review due to complaints forwarded to the H.S.R. from Mohawk College regarding the high incidence of jay walking to and from the bus stop
  - the bus stop may be relocated prior to the start of the 1990 fall semester
3. South leg of King St. E. between James & Hughson, north side  
(Requested by: citizens)
  - the implementation of transit shelters in the Gore Park is on hold until a needs study has been completed by the Public Works Department, in cooperation with all interested parties

##### C) Road/Sidewalk Reconstruction:

1. Mohawk Rd. W. at Upper Horning Loop, south side  
(Requested by: citizen)
  - Loop may be relocated to an alternative location in 1990.

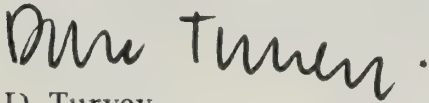


2. Limeridge Rd. E. at Upper Kenilworth Ave., north east and south west corner  
(Request by: citizen)  
- Upper Kenilworth Bus Loop may be relocated to an alternative location in 1990.
3. Main St. W. at MacNab St. S., south west corner  
(Request by: citizen)  
- Main St. road and sidewalk reconstruction

CONCLUSION:

That 39 bus shelters be approved for installation in the City of Hamilton from the list of 45 locations on Table 1, as part of the 1990 Shelter Program.

Respectfully submitted,



L. D. Turvey  
Commissioner of Transportation

LDT/DR

attach.

TABLE 1

1990 PROPOSED SHELTER LOCATIONS (sorted by warrant score)  
CITY OF HAMILTON

PAGE 1 OF 2

SEPTEMBER 5, 1990

NO.	STOP #	LOCATION	SHELTER TYPE	CORNER	WARRANT SCORE	REQUEST ORIGIN	ENCR. REQ'D.
1	80000	James St. at Wood St.	AD	N/W	89	CITIZEN	YES
2	51323	Mohawk Rd. E. at Upper Sherman Ave.	NAD	N/W	89	CITIZEN	YES
3	90203	James St. S. at King St. W.	VIC	S/W	89	CITIZENS	NO
4	71205	Brampton St. at Woodward Ave.	CAN	N/W	87	CITIZEN	NO
5	72515	King St. E. at Wentworth St. N.	CAN	N/E	87	CITIZEN	NO
6	90800	King St. W. at Bay St. N.	VIC	N/E	85	CITIZENS	NO
7	90205	James St. S. bet. King St. and Main St.	VIC	W/Side	84	CITIZENS	NO
8	72525	King St. E. at Sherman Ave.	AD	N/E	82	CITIZENS	YES
9	72523	King St. E. at Holton	CAN	N/E	82	CITIZEN	NO
10	72307	Barton St. at Victoria Ave.	LG	N/W	81	CITIZEN	YES
11	50537	Upper Ottawa St. opp. Redbury St.	NAD	E/Side	79	TRINITY REPLACEMENT	NO
12	72341	Barton St. E. opp. Fraser	NAD	N/Side	79	CITIZEN	NO
13	60135	Upper Paradise Rd. at Mohawk Rd. W.	NAD	S/E	78	TRINITY REPLACEMENT	YES
14	50433	Upper Gage Ave. @ #98-155 Queen Victoria Dr.	NAD	E/Side	77	TRINITY REPLACEMENT	*
15	90210	James St. N. at York Blvd.	VIC	S/W	76	CITIZEN	NO
16	50437	Upper Gage Ave. at #1310 Upper Gage	NAD	E/Side	75	CITIZEN	*
17	72662	Queenston Rd. at Reid Ave. S.	NAD	S/W	72	CITIZEN	NO
18	82417	Strathcona Ave. opp. Tom St.	NAD	E/Side	71	COUN. KISS	*
19	50025	Upper James St. at Limeridge Rd. E.	AD	S/E	71	CITIZEN	YES
20	90501	York Blvd. at James St. N.	VIC	S/W	71	CITIZEN	NO
21	72640	Main St. E. at Graham	NAD	S/E	70	CITIZEN	YES
22	50239	Upper Wentworth St. at Southpark Ave.	AD	N/E	69	CITIZEN, TRINITY REP.	YES
23	72645	Main St. E. at Garside Ave.	NAD	N/E	68	CITIZEN	NO

## LEGEND:

AD - Advertising shelter  
 NAD - Non Advertising shelter  
 LG - Large Advertising shelter  
 CAN - Canopy shelter  
 VIC - Victorian type shelter for Downtown  
 \* - Under Investigation  
 ENCR. REQ'D - Encroachment required

1990 PROPOSED SHELTER LOCATIONS (sorted by warrant score)  
CITY OF HAMILTON

PAGE 2 OF 2

SEPTEMBER 5, 1990

NO.	STOP #	LOCATION	SHELTER TYPE	CORNER	WARRANT SCORE	REQUEST ORIGIN	ENCR. REQ'D.
24	60325	Upper Paradise Rd. at Greenshore Rd.	NAD	N/E	67	CITIZEN	NO
25	60215	Garth St. at Sanatorium Rd.	NAD	S/E	67	TRINITY REPLACEMENT	NO
26	60237	Garth St. at Claudette Gate	NAD	N/E	65	CITIZEN	NO
27	50023	Upper James St. at #1417 Upper James	AD	E/Side	65	CITIZEN	NO
28	81009	Longwood Rd. at King St. W.	NAD	S/E	64	CITIZEN	YES
29	72129	Industrial Dr. at Scale Gate	NAD	N/Side	64	TRINITY REPLACEMENT	NO
30	60235	Garth St. opp. Regent St.	NAD	E/Side	64	TRINITY REPLACEMENT	NO
31	50339	Upper Sherman Ave. at Atherly Dr.	NAD	N/E	64	CITIZEN	YES
32	70700	Gage Ave. Bet. Burlington & Industrial	NAD	W/Side	62	TRINITY REPLACEMENT	YES
33	50129	Upper Wellington St. at Limeridge Rd. E.	NAD	S/E	61	CITIZEN	NO
34	50621	Upper Kenilworth Ave. at Mohawk Rd. E.	NAD	S/E	61	TRINITY REPLACEMENT	NO
35	71114	Parkdale Ave. at Melvin Ave.	CAN	S/W	60	CITIZENS	NO
36	61107	Mohawk College at Student Centre Entrance	NAD	E/Side	59	MOHAWK COLLEGE	YES
37	60414	Rice Ave. at Mohawk Rd. W.	NAD	N/W	58	CITIZEN	NO
38	50408	Upper Gage Ave. at Seventh Ave.	NAD	S/W	58	CITIZEN, COUN. SMITH	YES
39	72337	Barton St. E. at Rosslyn Ave.	NAD	N/W	56	CITIZEN	YES
40	71021	Strathearne Ave. at Britannia Ave.	NAD	S/E	55	CITIZEN, TRINITY REP.	NO
41	60333	Upper Paradise at Skyview	NAD	S/E	54	CITIZEN	NO
42	61522	Stone Church Rd. at Upper Paradise Rd.	NAD	S/W	54	CITIZEN	NO
43	81123	Emerson St. at Royal Ave.	NAD	S/E	51	COUN. KISS	YES
44	70117	Hughson St. N. at Wilson St.	NAD	S/E	51	CITIZEN	NO
45	80117	MacNab St. at York Blvd.	NAD	N/E	41	CITIZEN	NO

## LEGEND:

AD - Advertising shelter  
 NAD - Non Advertising shelter  
 LG - Large Advertising shelter  
 CAN - Canopy shelter  
 VIC - Victorian type shelter for Downtown  
 \* - Under Investigation  
 ENCR. REQ'D - Encroachment required







THE CORPORATION<sup>-1-</sup> OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

90-5010

1990 September 5

Hamilton Street Railway Company  
18 Wentworth Street North  
Hamilton, Ontario  
L8L 5V1

Attention: Mr. Doug Rieger

Dear Mr. Rieger

Re: 1990 Proposed Transit Shelter Locations

In response to your letter dated July 24, 1990, with respect to the above, please be advised the Department of Public Works has reviewed the Bus Shelter locations proposed for 1990 and sees no problem from the operations standpoint.

A handwritten signature in dark ink, appearing to read "D. Lobo".

D. LOBO, MANAGER  
STREETS AND SANITATION  
DEPARTMENT OF PUBLIC WORKS

DL/jdh

Traffic Department  
Operations Section  
Memo

To: Doug Reiger, HSR

From: Brian Malone P.Eng.

Date: 7 September 1990

Filename: HSRshelt.mem

Re: 1990 Proposed Transit Shelter Locations

Per your request of 90 July 24, we have reviewed the proposed shelter locations and have the following comments:

# 18 King at Wentworth

The shelter should be moved to the east to a distance 9.1m from the east curb of Wentworth, to conform with the site distance requirements. In addition ideally the shelter would be "flipped" to cantilever from the north side of the sidewalk.

# 23 Parkdale at Melvin

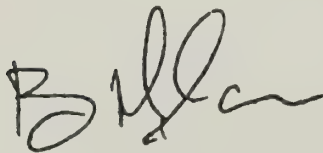
As shown, the shelter encroaches on the sidewalk. If the boulevard shown is not asphalt or concrete then the shelter should be relocated to the west to allow a minimum sidewalk width of 1.5m. If the boulevard is a hard surface material then the encroachment is acceptable, as long as the minimum passage width will be 1.5m.

# 39 King at Holton

Ideally this shelter would be "flipped" to cantilever over the sidewalk from the north side.

# 52 James at York

The clearance between the building and the shelter must be maintained at 1.5m minimum.



BRIAN J. MALONE, P. ENG. B.ENG.  
TRAFFIC OPERATIONS ENGINEER

TRAFFIC DEPARTMENT  
CITY OF HAMILTON  
CITY HALL, 71 MAIN STREET WEST  
HAMILTON, ONTARIO L8N 3T4

(416) 546-4576  
FAX (416) 546-4554



## 18.0 TRANSIT SHELTER REQUESTS

During the course of a year numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

### 18.1 Analysis and Evaluation

At any given time requests for new bus shelters will be received from Councillors, passengers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process."

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown on the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation" various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined.

#### (a) Physical Aspects:

- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Dept. as illustrated on Figure 22

(b) Passenger Usage:

- preference should be given to a well utilized stop

(c) Route Stability:

- if the route may be realigned within the next five years any stop location that could be affected should be avoided
- if there are no foreseen route realignments and no major alignments have occurred in recent history, it is desirable

(d) Passenger Waiting Time:

- the greater the passenger waiting time between buses the better the location for a shelter
- off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service

(e) Land Use:

- as the density in the area surrounding a proposed shelter increases the better the impact of the shelter on the neighbourhood

(f) Advertising Exposure:

- the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment

summarized on the warrant sheets. Locations with the highest totals are given top priority.

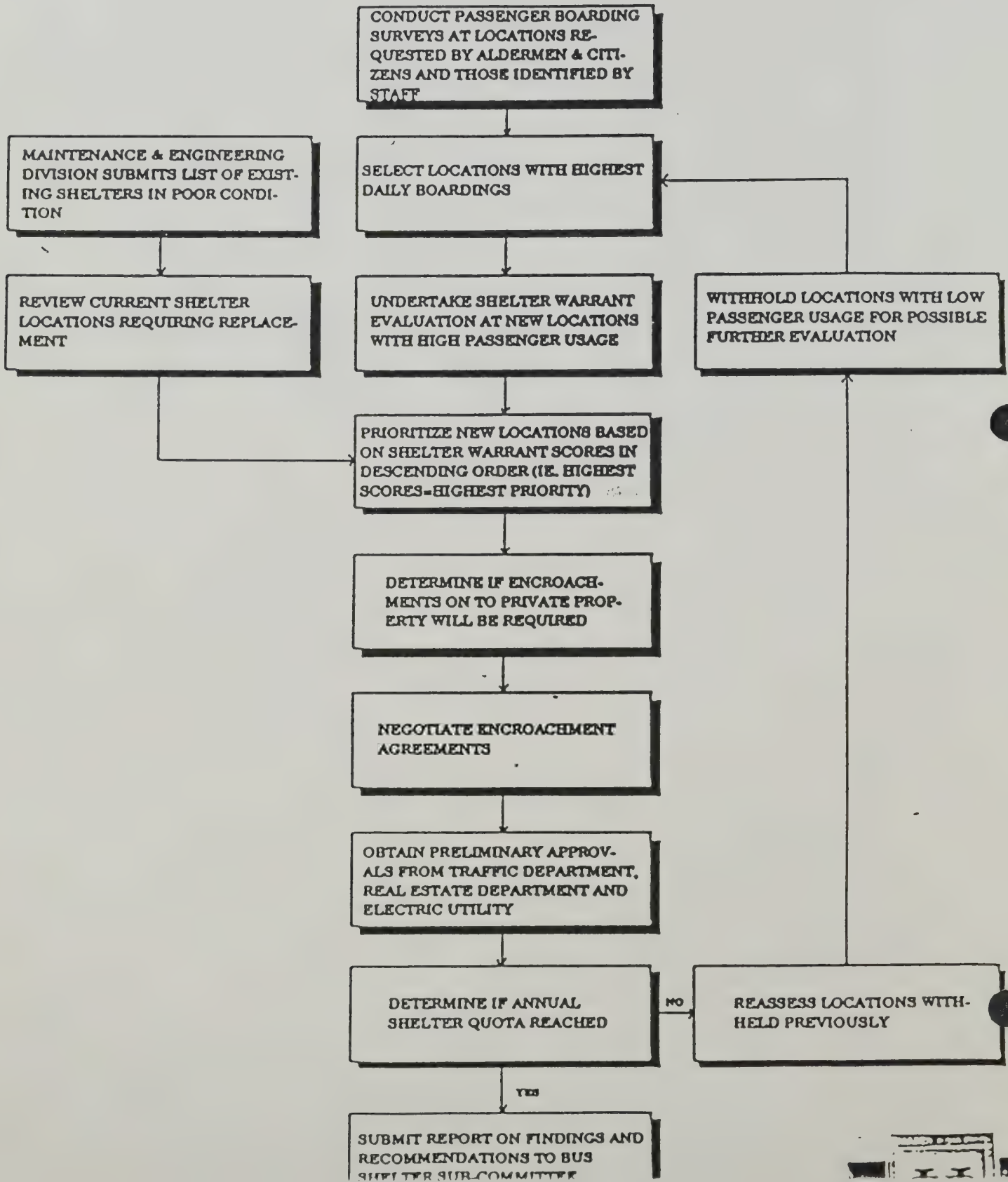
After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment agreement with private property owners if a shelter is to encroach. Even though a location ranks high in the foregoing evaluation process, installation may not be possible if there is insufficient road allowance width available, and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hookups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

- (a) Hamilton Hydro
- (b) Stoney Creek Hydro
- (c) Dundas Hydro
- (d) Ancaster Hydro



**FIGURE 19**  
**ANNUAL BUS SHELTER PROGRAM**  
**ANALYSIS & EVALUATION PROCESS**



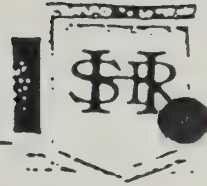
**FIGURE 20**  
**BUS SHELTER INSTALLATION WARRANTS**  
**RELATIVE IMPORTANCE OF VARIOUS FACTORS**



FACTOR	RELATIVE IMPORTANCE IN PERCENT- AGE OF TOTAL POINTS	
<b>A. PHYSICAL ASPECTS</b>		
EXPOSURE TO WEATHER CONDITIONS	15 %	
LIGHTING	5 %	
SIGHT DISTANCE OBSTACLE	5 %	
ALL PHYSICAL ASPECTS	25 %	
<b>B. PASSENGER USAGE</b>		
NUMBER OF BOARDING PASSENGERS	25 %	
TOTAL USAGE	25 %	
<b>C. ROUTE STABILITY</b>		
ROUTE CHANGES IN NEXT 3 YEARS	5 %	
YEARS ROUTE UNCHANGED	5 %	
TOTAL STABILITY	10 %	
<b>D. PASSENGER WAITING TIME</b>		
HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS)	5 %	
HALF OF HEADWAY - OFF PEAK HOUR	15 %	
TOTAL LENGTH OF WAIT	20 %	
<b>E. LAND USE</b>	10 %	
TOTAL LAND USE	10 %	
<b>F. ADVERTISING EXPOSURE</b>	10 %	
MINIMUM COMB* RATING: 7,000		
RECORDED COMB RATING: _____		
*COMB - CANADIAN OUTDOOR MEASUREMENT BOARD		
TOTAL ADVERTISING EXPOSURE	10 %	
TOTAL (A TO F) ALL FACTORS	100 %	

FIGURE 21

HAMILTON STREET RAILWAY COMPANY - MARKETING AND CUSTOMER SERVICES GROUP  
WARRANTS FOR TRANSIT SHELTER INSTALLATION



FIELD SURVEY DATE: \_\_\_\_\_ COMPLETED BY: \_\_\_\_\_ STOP #: \_\_\_\_\_  
LOCATION: ON \_\_\_\_\_ SIDE \_\_\_\_\_ AT \_\_\_\_\_  
CORNER: \_\_\_\_\_ ROUTE(S): \_\_\_\_\_ DIRECT.: \_\_\_\_\_ MUN.: \_\_\_\_\_

A. PHYSICAL ASPECTS

EXPOSURE TO THE WEATHER	_____	FULL (15)	AVERAGE (10)	MINIMUM (5)
STOP AREA LIGHTING	_____	GOOD (5)	POOR (0)	
SIGHT DISTANCE OBSTACLE	_____	NO (5)	YES (0)	

B. PASSENGER USAGE

		HIGH	HIGH-AVG	AVERAGE	LOW-AVG	LOW
NUMBER OF BOARDING		>100	61-100	41-60	21-40	0-20
PASSENGERS _____ PER DAY	_____	(25)	(20)	(10)	(5)	(0)

C. ROUTE STABILITY

ROUTE CHANGES IN NEXT 5 YEARS	_____	NO (5)	YES (0)
YEARS ROUTE UNCHANGED	_____	>20 (5)	20-5 (3) <5 (0)

D. PASSENGER WAITING TIME

		PEAK HOUR	OFF PEAK
		<2.0	(0) <4.0 (0)
HALF HEADWAY PEAK HOUR	_____	2.1-4.0	(1) 4.1-8.0 (3)
		4.1-6.0	(2) 8.1-12.0 (6)
HALF HEADWAY OFF PEAK	_____	6.1-8.0	(3) 12.1-16.0 (9)
		8.0-10.0	(4) 16.0-20.0 (12)
		10.1>	(5) 20.1> (15)

E. LAND USE IN NEIGHBOURHOOD

UNDEVELOPED	(0)	RETAIL	(8)
INDUSTRIAL	(5)	TRANSFER POINT	(10)
RES. SINGLE	(7)	HOSPITAL	(10)
RES. MULTI.	(8)	SENIORS HOME	(10)
SCHOOL/CHURCH	(8)	PUBLIC BLDG.	(10)

F. ADVERTISING EXPOSURE

COMB* RATING:	_____	FACING SIDE GREATER	FACING SIDE LESS
- FACING SIDE: _____		THAN 7000 (10)	THAN 7000 (0)
- NON FACING SIDE: _____			

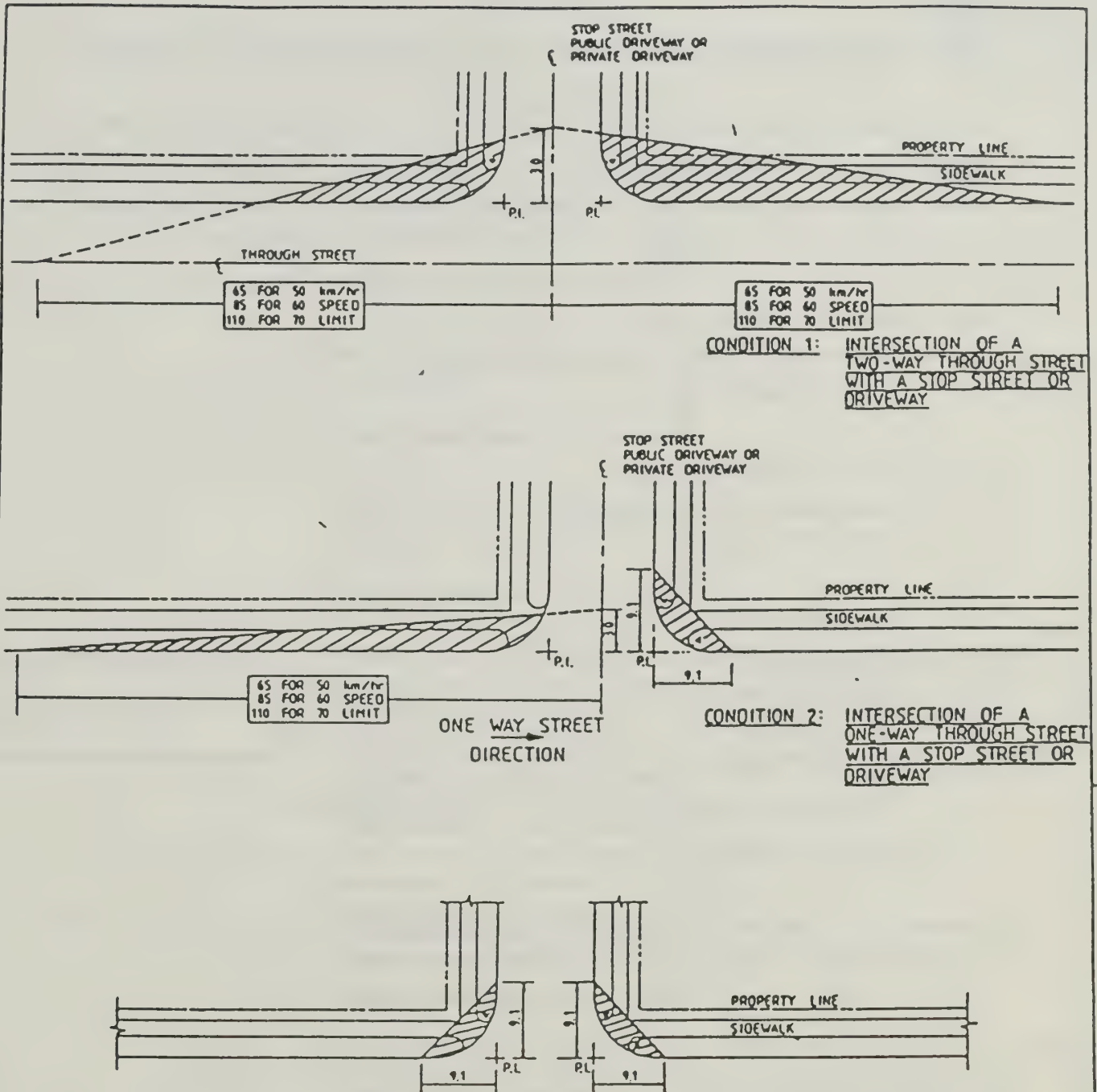
TOTAL A. TO F. \_\_\_\_\_

G. EASE OF IMPLEMENTATION

	CLEARANCES	YES	NO	DATE
ENCROUCHMENT REQUIRED:	HBA* ADVERTISING BENCH	_____	_____	_____
	TRAFFIC DEPARTMENT	_____	_____	_____
	REAL ESTATE DEPARTMENT	_____	_____	_____
MAJOR SITE EXCAVATION REQUIRED:	ROADS DIVISION	_____	_____	_____
	TRANSIT DIVISION	_____	_____	_____
	BUS SHELTER SUB-COMMITTEE	_____	_____	_____
EFFECT ON RESIDENTIAL AREA:	(HAMILTON)	_____	_____	_____
	AREA MUNICIPALITY	_____	_____	_____

H. OTHER CONSIDERATIONS: \_\_\_\_\_





NOTE: ALL DIMENSIONS ARE IN METRES

LEGEND:

- AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED
- STOP SIGN

0	REDRAWN FROM EXISTING DT 500, CONDITIONS 1 AND 2 REVISED	87-09-08	LM				
NQ	REVISION	DATE	BY	APPROVED			

NOTES

APPROVALS

CITY OF HAMILTON TRAFFIC DEPARTMENT

SCALE: N.T.S.

DRAWN: L HARVEY

CHECKED:

DATE: 1987: 09: 08

FIGURE 22  
STANDARD CRITERIA  
FOR EVALUATION OF  
SIGHT LINES

*[Signature]*  
MANAGER OF OPERATIONS

*[Signature]*  
DIRECTOR OF TRAFFIC SERVICES

THE REGIONAL MUNICIPALITY  
OF HAMILTON - WENTWORTH

DIRECTOR OF TRANSPORTATION PLANNING



## 18.2 Approval Process

Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is located, from one of the following:

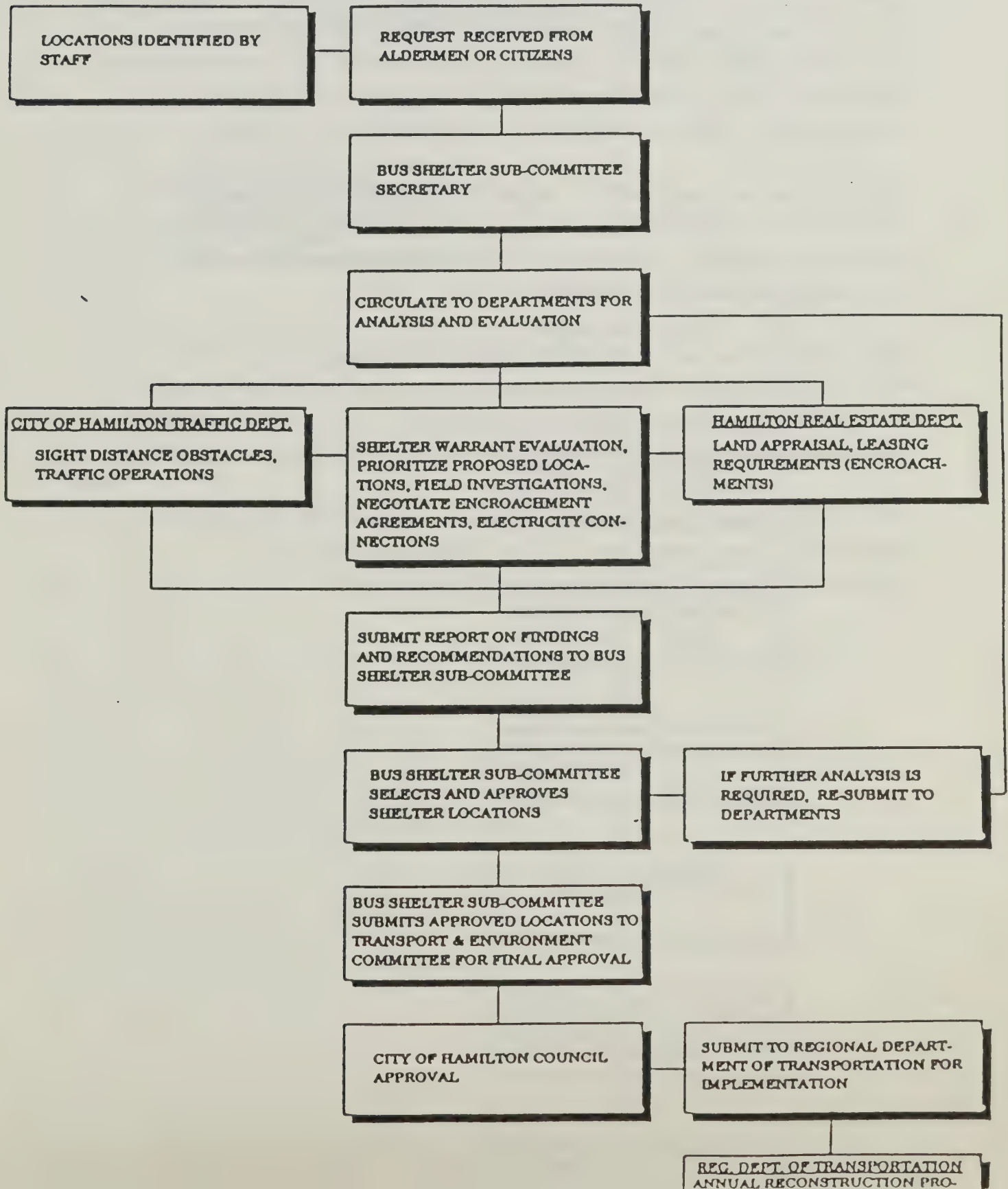
- (a) City of Hamilton
  - Transport and Environment Committee
  - City Council
- (b) City of Stoney Creek
  - Engineering Committee
  - City Council
- (c) Town of Dundas
  - Planning and Development Committee
  - Town Council
- (d) Town of Ancaster
  - Planning Department, Project Supervisor
  - Town Council

Figure 23 "Annual Bus Shelter Program Approval Process - City of Hamilton" outlines the steps involved.

FIGURE 23

ANNUAL BUS SHELTER PROGRAM APPROVAL PROCESS

CITY OF HAMILTON





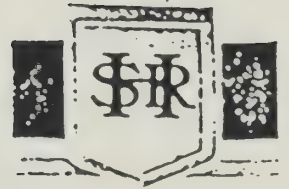
### 18.3 Implementation Process

The tendering process to select a contractor to complete the construction of the approved locations is started immediately after receiving Council approval. Site visits with the selected contractor are undertaken to determine any possible problem areas. The process is illustrated in Figure 24 "Annual Bus Shelter Program - Implementation Process."

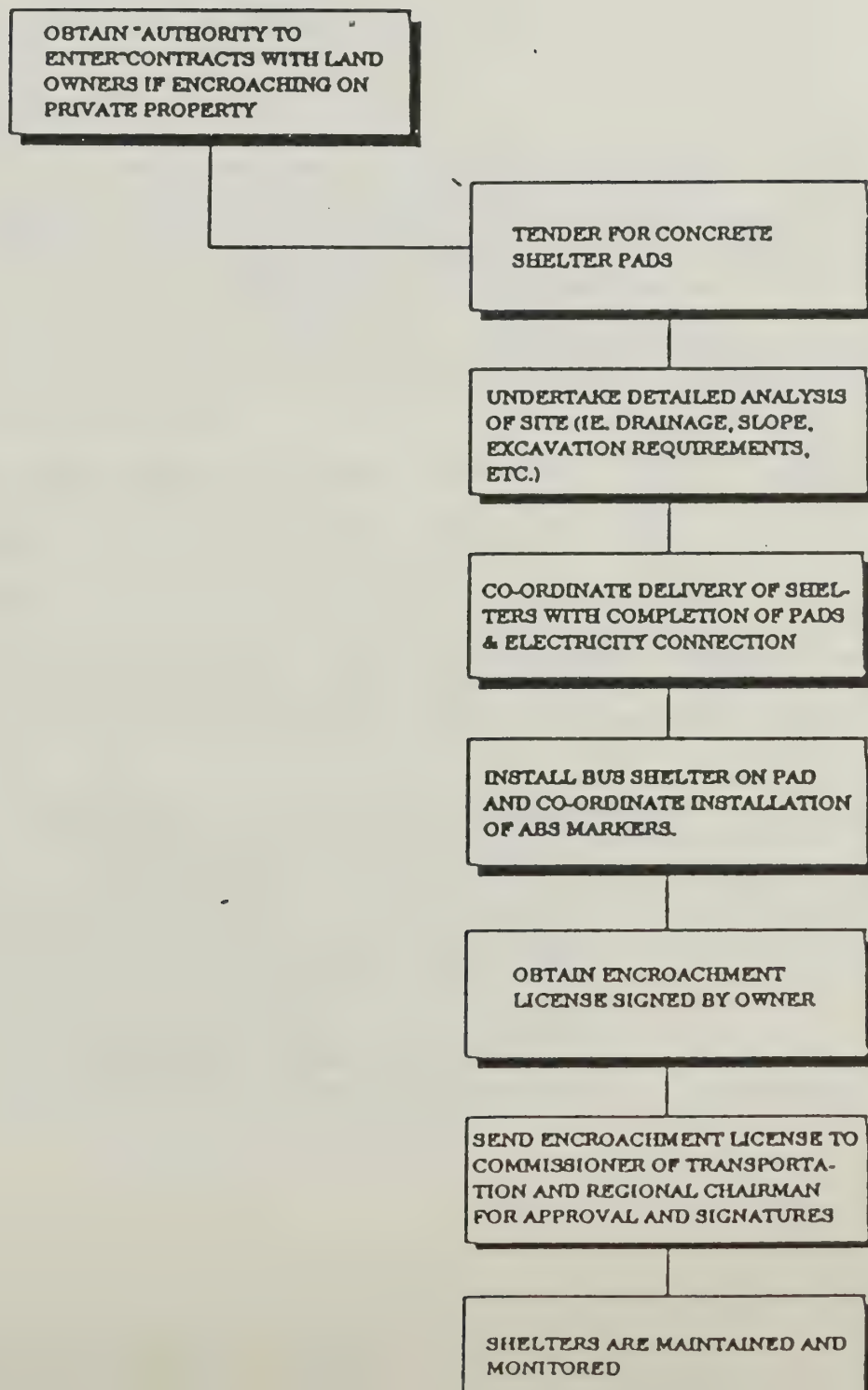
At this point the shelter locations to receive new ABS bus stop markers should be pinpointed. As part of the tender the contractor may be required to install bolts within the concrete pad for the markers.

The actual shelter structures that are supplied by the Manufacturer should be coordinated to arrive shortly after the shelter pads have been constructed. This will minimize the passenger waiting time in an unprotected environment.

The encroachment agreement is to be signed by the property owner and then forwarded to the Commissioner of Transportation for approvals and signatures.



**FIGURE 24**  
**ANNUAL BUS SHELTER PROGRAM**  
**IMPLEMENTATION PROCESS**







SEP 10 1990

FOR ACTION

5a.

REPORT TO: Ms. T. Agnello  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 September 7  
COMM FILE: 1-2.3  
DEPT FILE: 90-1030

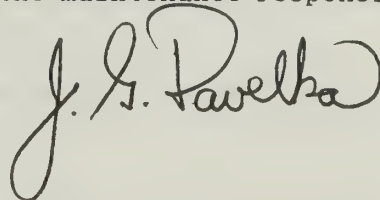
SUBJECT: Sanitation Depot  
-2418 Barton Street East

RECOMMENDATION:

That the Public Works Department proceed with reimbursing the citizens for a 4 foot extension to the wooden fence along the western side of the Sanitation Yard at an estimated cost of approximately \$3,750.00 to be charged to Account No. 60168 56103 General Roadway Maintenance, only after the residents and/or developer repairs the leaning of the fence and the posts that have sunk and installed the extension along the length of the fence. It is understood by the residents and the City that although the City is participating by paying for this extension to the fence that the fence and 100% of the maintenance responsibility rests with the residents.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The estimated cost of approximately \$3,750.00.



BACKGROUND:

At its meeting on Monday, August 20, 1990, the Transport and Environment Committee considered the attached report dealing with the parking of the Sanitation vehicles in the rear of the City's property at 2418 Barton Street East.

During the discussions, Alderman Agostino advised that in a subsequent meeting with some of the residents, the concept of an extension to the fence was discussed. Mr. Pavelka indicated that invariably an extension to the fence would be more economical and more effective than the tree planting and installation of the steel beam barriers. Accordingly, the Committee directed staff to pursue the costs for an extension to the wooden fence.

4 FOOT HIGH EXTENSION TO WOOD FENCE	
240 FEET IN LENGTH ALONG THE	
WEST SIDE OF THE SANITATION YARD	\$3,743.40

During the investigation to establish the cost to erect the extension to the fence, staff discovered that the wooden fence which is approximately 2 to 3 years old;

1. is leaning from 2" to 6" into the City's property
2. has some of the fence posts sunk so that they are not completely supporting the fence
3. the top rail is warping and causing some of the nails to pull out

It is estimated that it would take approximately \$4,000 to undertake repairs to the existing fence before the extension is constructed.

Further improvement to this area can be made by removing the chain link fence from the City's side of the fence line, at an estimated cost of approximately \$1,000.00.

JGP/jdh

c.c. D. Lobo, Manager of Streets and Sanitation  
c.c. A. Georgieff, Director of Local Planning  
c.c. T. Gill, Acting Commissioner of Engineering

## FOR INFORMATION

REPORT TO: Ms. T. Agnello  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 August 14  
COMM FILE: 3-14.1  
DEPT FILE: 90-1030

SUBJECT: Sanitation Depot  
- 2418 Barton Street East

### BACKGROUND:

At its meeting on Monday, July 23, 1990, the Transport and Environment Committee adopted the following:

- a) investigate the possibility of parking sanitation vehicles elsewhere on the property and
- b) investigate the feasibility of erecting a noise buffer and that staff report to the Committee with regard to the foregoing.

To respond to the Committee's direction, staff met with Alderman D. Agostino and some of the residents in the yard on Tuesday, August 7, 1990 between 3:15 and 4:00.

To correct a misunderstanding, the Committee should first understand this Sanitation Depot is the only depot accommodating the entire City of Hamilton. For that reason all 32 refuse compactors are parked and maintained at this location. As well the sanitation staff, approximately 80 in total (2 labourers and drivers per compactor) commute to this location and require parking for their vehicles.

Accordingly, sufficient space is required beyond the building to accommodate approximately 32 refuse compactors and approximately 80 vehicles belonging to the staff.

Presently, the parking arrangements as outlined on Appendix A "Location of Sanitation Yard"; accommodated 28 refuse packers along the east side of the rear lot, 4 packers behind the City's own building and the employees vehicles along the west side and the middle of the lot.



Arrangements were made to minimize the visibility of the refuse packers by reducing the number being parked at the rear along the east side of the lot as outlined in Appendix B. To do this:

1. One packer about to be traded was taken away from this yard.
2. Ten packers were parked to the rear of the block building owned by Rainbow Gas Bars, along the west side. These packers were parked against the block wall so that they would be out of sight of the residents on Janet Court.
3. Seven packers were parked to the rear of the City's own building.
4. The remaining 14 packers were parked along the easterly limit of the City's property, the far side from where the residents on Janet Court were concerned. Barton Auto Collision is along the east side of the City's property and because it is along the east side of the City's property and because it is an automotive business, it will not likely have the same concerns that the residents will have.
5. There is provision within the City's building to store 4 packers. Contingent on the repairs being undertaken, arrangements will be made to keep 2 or 3 of the packers overnight.

To even further camouflage the sanitation yard for the residents of Janet Court backing onto the yard, arrangements will be made in the fall to plant trees on the City's property at the rear of their properties.

As opposed to planting the trees now, the delay is being recommended to avoid the dry, hot summer season so that the planting will occur in the fall, the best time to plant trees.

As well, to clean up this area of the sanitation yard, the existing chain link fence will be removed wherever it is duplicated by the recently installed 6 foot high board fence. When the residences on Janet Court were built, the board privacy fence was supplied and installed by the developer.

Currently, there are weeds and grass trapped between the narrow space between the board fence and the chain link fence. To remove this problem, it is reasonable to remove the City's chain link fence.

To protect the trees to be planted, it will be necessary to install guide rail along this side of property so that when cars are backed into parking locations, no damage is done to the trees.

Due to the number of vehicles being parked in the City's yard and the remaining limited space, it was not reasonable to install an earth berm. To install an earth berm for every foot of height it is necessary to have 4 feet of base to place the earth. Accordingly, it was resolved that the screening could best be accomplished by retaining the resident's privacy fence and planting trees along the rear of their properties.

## COSTS

1. No costs for rearranging vehicles.
2. Removing chain link fence - \$1000.00
3. Supplying and installing steel beam guide rail - \$6000.00
4. Supplying and planting trees - \$250/tree @ 30 foot centre 9 \$2250.00

All costs can be charged to existing Street Division activities.

**TOTAL COSTS** \$9250.00

The only activity for the Committee to be aware of the impact on existing activities is the supplying and planting of the trees. By allocating these funds for this work, there will be that much less for the tree planting on road allowances.

## PROPOSED NEW DEVELOPMENT

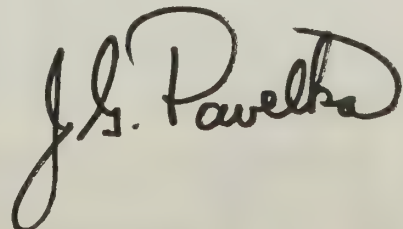
A while ago, the City sold a portion of this yard to a developer so that a new development to the south of the yard could proceed. Knowing that the road and the servicing is in for this development, it is expected that the lots will be sold and built on. Anticipating the same problem that the residents on Janet Court are experiencing, the attached letter was prepared and with the Committee's approval, will be mailed to the developer by registered mail.

Unfortunately, when this plan of subdivision was processed through the approval stages, the Planning Department did not make any requirement for screening and/or berming on the north side of Eastgate Court to screen the sanitation yard and the refuse packers from the view from the lots.

## PROPOSED LAND USE

In addition to the single family residential development presently underway, the approved neighbourhood plan makes provision for "attached housing" to be located to the north of Eastgate Court as shown on the attached plan Appendix C. If this "attached housing" were to proceed, provision is made in the neighbourhood plan for a 15' wide planting strip to screen/separate the "attached housing" from the lands fronting onto Barton Street East.

So according to the neighbourhood plan if the City and other property owners sell off the rear of their respective properties, "attached housing" could be developed in this area. If this was to proceed, then the residents on Janet Court would not be backing onto the City's Sanitation Yard lot but would be backing onto "attached housing".



JGP/rb  
attachment

cc D. Lobo, Manager of Streets and Sanitation  
A. Georgieff, Director of Local Planning

BARTON STREET EAST



NORTH

RAINBOW GAS BAR

2416

2418

2420

2434

S-419

EXISTING  
CHAIN  
LINK  
FENCING  
TO BE  
REMOVED

BARTON AUTO  
COLLISION

Lmr

JANET COURT

TALIA CT.

C

BLOCK 43

EASTGATE

C

VILLAGE ROAD

APPENDIX A

LOCATION OF  
SANITATION YARD

BLOCK 28

BLOCK 29

BLOCK 30

134

130

126

122

ESCENT

Lmr.1



BARTON STREET EAST



S-419

RAINBOW GAS BAR

2416

2418

2420

2434

BARTON AUTO  
COLLISION

Lmr

ANET COURT

TALIA CT.

C

BLOCK 43

EASTGATE

C

VILLAGE ROAD

APPENDIX B

LOCATION OF  
SANITATION YARD

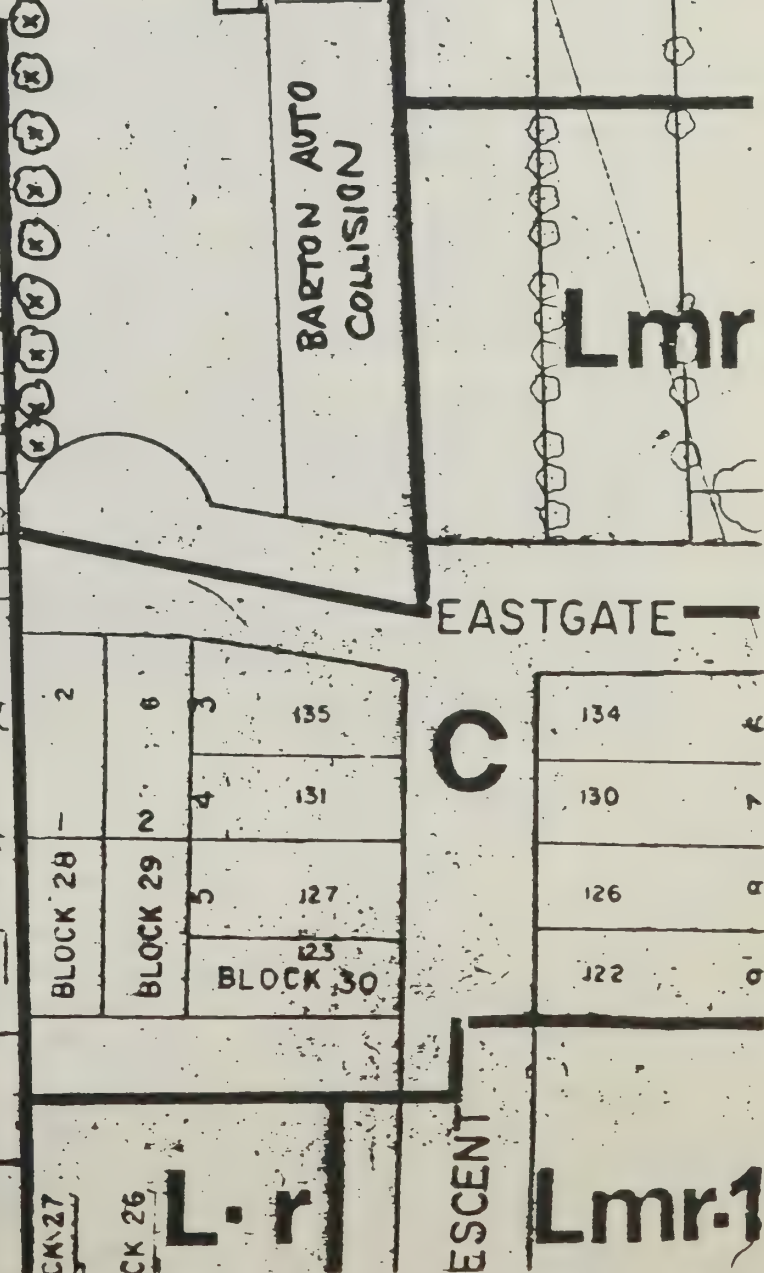
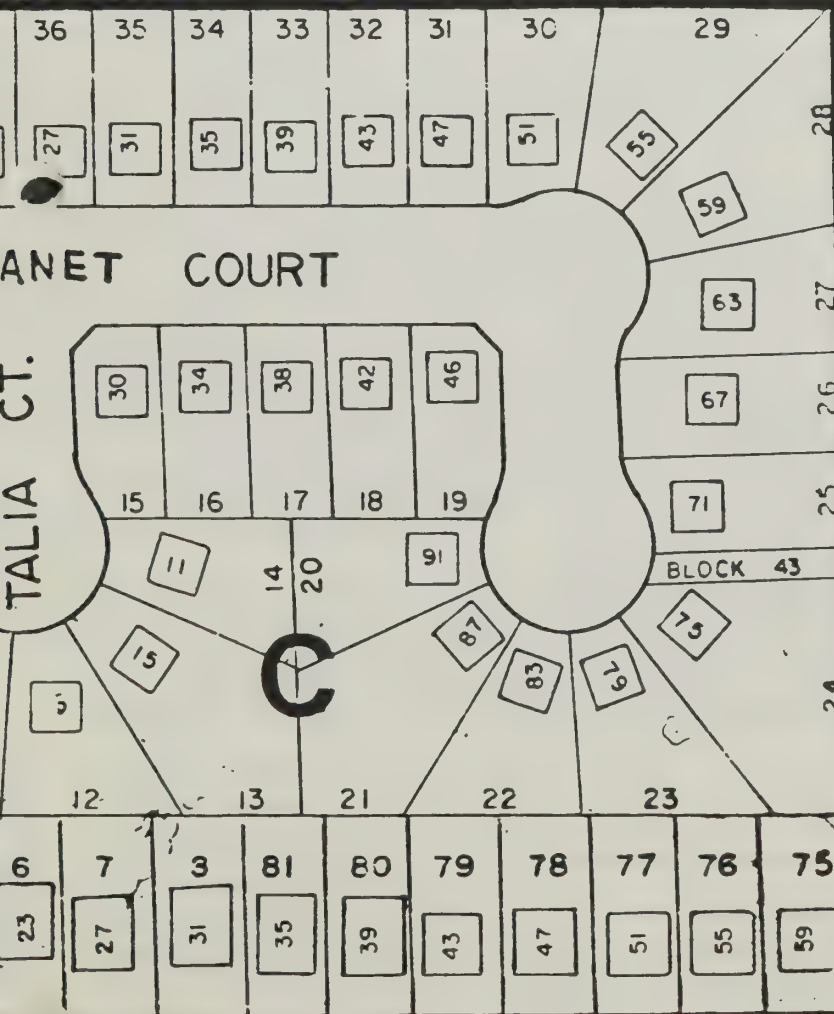
CK 27

CK 26

L-r

ESCENT

Lmr.1





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

90-1030

1990 August 14

Mr. M. Rogue  
Landmart Building Corporation  
800 Queenston Road  
Stoney Creek, Ontario  
L8G 1A7

Dear Mr. Rogue:

Subject: Sanitation Yard  
- 2418 Barton Street East

Recognizing that you are the developer proceeding with the residential development at the end of Eastgate Court, this letter is to advise you that the City of Hamilton has no intention of relocating the Sanitation Yard at 2418 Barton Street East.

Within the Eastgate Heights Extension Subdivision, Landmart Building Corporation is developing the lots on the south side of Eastgate Court. As you know these lots will be facing a portion of the City of Hamilton's Sanitation Yard where the 32 refuse packers used in the City are stored.

Contrary to any rumours that you may have heard, there are no formal plans to relocate this yard or the refuse packers from this location. You should appraise any builders and potential homeowners of this so that they are not under the impression that the view from these lots will be improved by the City relocating the yard and/or the refuse packers.

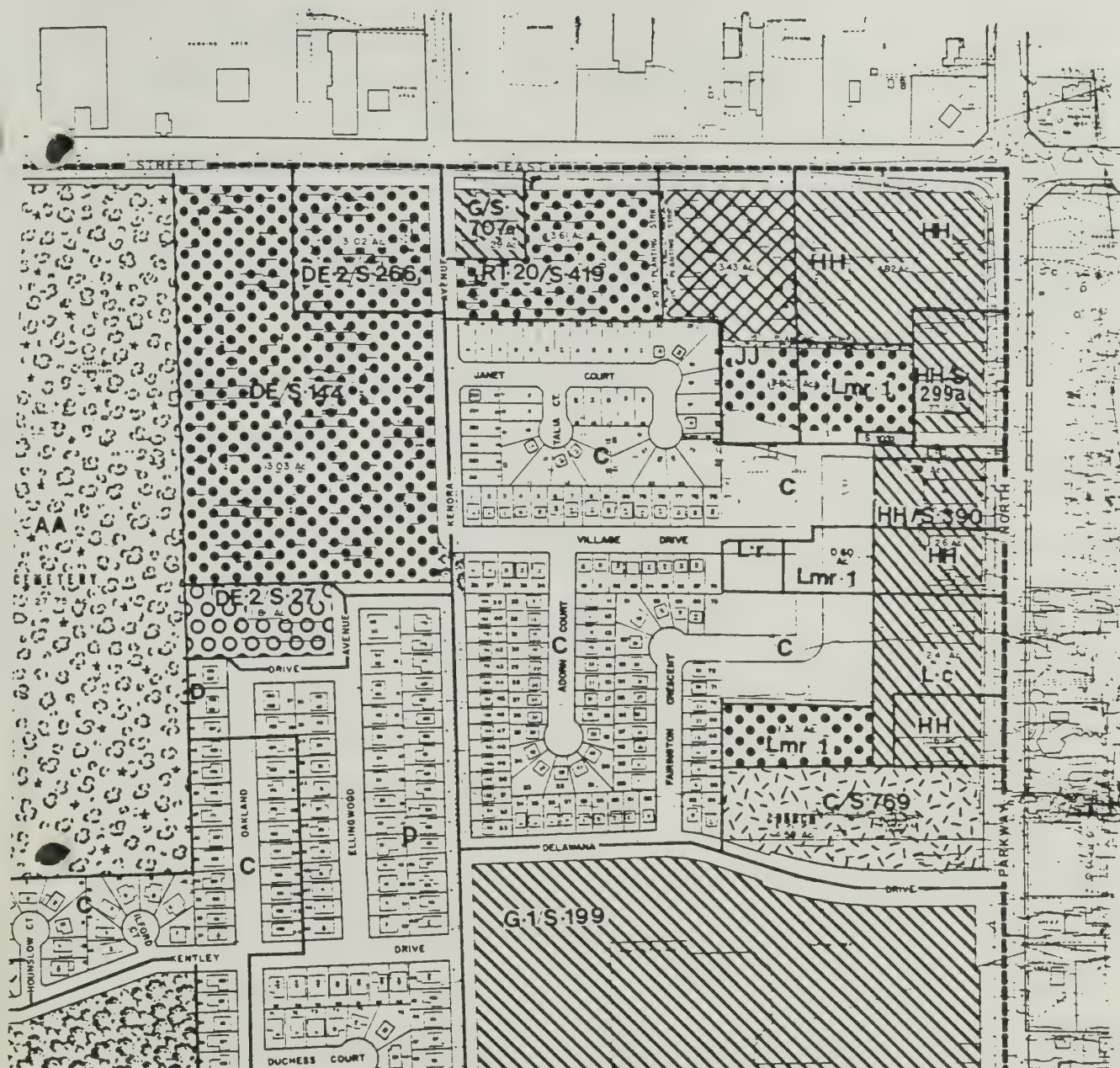
Aside from providing this notice, to assist in screening the view from the residences that ultimately will be built on these lots, as the developer you should make the necessary arrangements to provide sufficient trees along the north side of this cul-de-sac. Ideally this screen will camouflage the yard and the refuse packers will be "out-of-sight" and therefore, "out-of-mind".

Yours truly,

J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

JGP/rb





1: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1985) 4028

## LAND USE

### RESIDENTIAL

- single & double attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial and apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary

Approvals  
 Planning Committee JULY 9, 1970 Council SEPT. 22, 1970  
 Latest Revision Date JULY 25, 1988

CITY OF HAMILTON  
 Planning Department

KENTLEY  
 APPROVED PLAN







SEP 11 1990

FOR ACTION

5b.

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 September 11  
COMM FILE: 3-2.2  
DEPT FILE: 90-6075

SUBJECT: Overdrafts in Forestry Storm Damage Accounts

RECOMMENDATION:

A. That the overexpenditure of \$106,957.00 in the Forestry's storm damage account Centre No. 60428 be approved.

B. That the Finance and Administration Committee recommend the method of financing.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

As of September 2, 1990, the City's Storm Damage Account Number 60428 is in overdraft by \$106,957.00.

Actual Expenditure as of September 2, 1990	\$184,025.00
1990 Appropriation	<u>\$ 77,068.00</u>
Overdraft	\$106,957.00

A review of the budgets for the Forestry Section and the other activities in the Streets and Sanitation Divisions confirm that there are no surplus funds available to offset this overexpenditure.

BACKGROUND:

The City of Hamilton has experienced a series of wind and rain storms that have caused a considerable amount of damage to municipal trees in the City that has required substantially more work than was budgeted for. This storm damage was incurred during normal working hours, after normal working hours and on weekends resulting in some overtime. Most of the clean up has been scheduled for normal working hours. However, when dangerous situations dictated, overtime was incurred.

The following lists the extraordinarily high number of calls in response to storm damage.

WEEK STARTING APRIL 8	200 CALLS
WEEK STARTING MAY 10	140 CALLS
WEEK STARTING MAY 17	250 CALLS

The Forestry Section completed the clean up after these storms by July 6, 1990 and are now back on a regular grid tree trimming maintenance program.

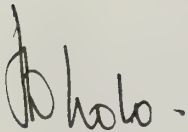
HANDLING COST OVER-RUNS

There are three alternate ways that the overexpenditure can be addressed.

- A. Recognizing that the overexpenditures occurred in response to rain and wind storms, in the same way there can be overexpenditures in the winter operations due to severe snow storms, the overexpenditures could be covered by using the \$1,000,000.00 in reserve for overexpenditures in winter activities.

However, if this avenue is pursued, it must be remembered that an overexpenditure of between \$222,736.00 and \$881,527.00 in the winter activities has already been forecast by cost as outlined in the attached report.

- B. Knowing that the overexpenditures are truly unexpected, the Transport and Environment Committee should consider forwarding this matter to the Finance and Administration Committee and request that they recommend the method of financing.
- C. In the event the Committee does not want to pursue either of the above alternatives, the only remaining option is to advise staff that the overexpenditure will have to be found within the Department's existing budget. If this is the case, then staff will have to go through the activities remaining for the balance of the year to determine which activities should be sacrificed to offset the expenditure. The implication of this method of financing is that without the funds available in the normal activities, first of all the work scheduled for the remaining balance will not be accomplished and secondly, without the availability of the funds for labour, the managers cannot promise all employees will be fully employed for the balance of the year.



JGP/rb  
attach.

cc L. Sage, Chief Administrative Officer  
E. Matthews, Treasurer  
R. Chrystian, Manager of Parks  
J. Pook, Horticulturist



## FOR INFORMATION

REPORT TO: Mr. J. Schatz  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 June 1  
COMM FILE:  
DEPT FILE: 90-5000

SUBJECT: Snow Control Accounts -  
Anticipated Overdraft for Winter of 1990/1991

### BACKGROUND:

The 1990 approved budget for Winter Maintenance is \$2,362,270. Expenditures to date are \$2,585,006 creating a deficit of \$222,736. Expenditures for winter maintenance operations during the months of October to December for the 5 years have been as outlined in the following table.

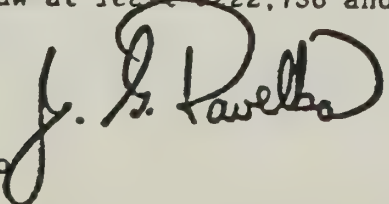
1985	October to December	\$754,200
1986	October to December	\$429,500
1987	October to December	\$309,334
1988	October to December	\$441,846
1989	October to December	\$1,172,627
5 Year Average		\$621,501
5 Year Average + 6% Inflation		\$658,791

Based on the existing overexpenditure of \$222,736 and an anticipated expenditure of \$658,791, the 1990 approved budget for winter maintenance will go into overdraft. The overdraft expenditures will most likely be anywhere from \$222,736 to \$881,527.

### Snow Reserve

Anticipating fluctuating demands on winter maintenance operations, based on the weather conditions, previous City Councils have created a reserve account of \$1,000,000 for above normal winter operations.

This year it will be necessary to draw from this account. It will be necessary to draw at least \$222,736 and potentially up to \$881,527 from that reserve.



JGP/rb

cc L. Sage, Chief Administrative Officer  
E. Matthews, Treasurer  
D. Lobo, Manager of Streets and Sanitation



SEP 11 1990

FOR ACTION

5c.

REPORT TO: Tina Agnello  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

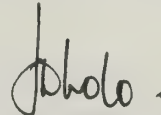
DATE: 1990 September 11  
COMM FILE:  
DEPT FILE: 90-1000C

SUBJECT: Staff Training For Vehicles With Air Brakes

RECOMMENDATION:

That \$4,032 to be funded from within the Public Works Streets Division accounts be utilized to provide a mandatory 1-day training course for vehicles with air brakes for 28 Local 5 permanent employees:

- 21 Local 5 employees in the Streets Division
- 7 Local 5 employees in the Sanitation Division



---

J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

This amount was unforeseen in the 1990 estimates and is being funded from other accounts.

BACKGROUND:

There are over 200 vehicles in the Public Works Department which are equipped with air brake systems. Included in these vehicles are the snow plows used by the City.

The Province has passed a law requiring any driver who drives a vehicle with air brakes to pass a written test to obtain the appropriate endorsement to their "D" drivers licence. This test is implemented in conjunction with the normal drivers licence renewal, every 3 years.

Over the next 3 months, there are 28 drivers in the Streets and Sanitation Division whose licences are coming up for renewal and will therefore be required to pass the written air brake test.

Continued.....



Most of the City's drivers have learned the fundamentals of the air brake system in the field. So although they are familiar with the practical operation, most are not totally familiar with the theory and the detail that is on the written test.

There is no grandfathering by the Province with respect to this matter and because the City cannot afford to lose drivers due to failing this written air brake test, it is being suggested that the Supervisor of Driver Safety host a one-day training course to assist these employees in preparing for the test.

These costs have not been provided in the 1990 budget for training; therefore, it will be necessary to find the funds from other operating activities.

The 1991 budget estimates will be adjusted to accommodate the costs anticipated for next year.

JB/JGP/jh

c.c. D. Lobo, Manager of Streets & Sanitation  
c.c. D. Farquhar, Manager of Administration  
c.c. J. Buzit, Supervisor of Driver Training  
c.c. D. Heintz, Project Maintenance Engineer

SEP 10 1990

CITY OF HAMILTON  
— RECOMMENDATION —

6.

**DATE:** 1990 September 10

**REPORT TO:** Ms. T. Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. T. Bradley  
Manager of Purchasing

**SUBJECT:** SUPPLY AND DELIVERY OF TRAFFIC SIGNAL CONTROL  
SYSTEM

**RECOMMENDATION:**

That a purchase order be issued to Fortran Traffic Systems Limited, Scarborough, in the amount of \$35 671.64 for the supply and delivery of a Traffic Signal Control System in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Traffic Signals Materials  
Account #56152 75999.

  
T. Bradley, Manager of Purchasing

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**BACKGROUND:**

Six suppliers were requested to bid. One declined and four did not respond.





AUG 29 1990

F O R   A C T I O N

7a.

REPORT TO: T. AGNELLO  
SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL  
ACTING COMMISSIONER OF ENGINEERING


DATE: August 21, 1990  
COMM FILE:  
DEPT FILE: 803-90

SUBJECT:

Proposed construction of an independent concrete sidewalk on the West Side of Centennial Parkway between Delawana Drive and Barton Street.

RECOMMENDATION:

- a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk on the west side of Centennial Parkway between Delawana Drive and Barton Street be proceeded with as a local improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of \$60,478.00 as provided for in the 1990 portion of the 1990-1994 Capital Budget as Project No. 041-30000 (City's Share \$19,087.00) and Project No. 210-30000 (Owner's Share \$41,391.00).
- b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;
- c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,
- d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

  
\_\_\_\_\_  
E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with normal practice for Local Improvement projects. Provision has been made for these works in the 1990-1994 Capital Budget.

Cont'd ...

-Page 2-  
August 21, 1990

Proposed construction of an Independent Concrete Sidewalk on the West Side of Centennial Parkway between Delawana Drive and Barton Street

Cont'd ...

The estimated cost per metre of frontage for an independent concrete sidewalk is \$84.00. The abutting property owners will be charged this rate per metre or the actual cost, whichever is less.

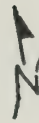
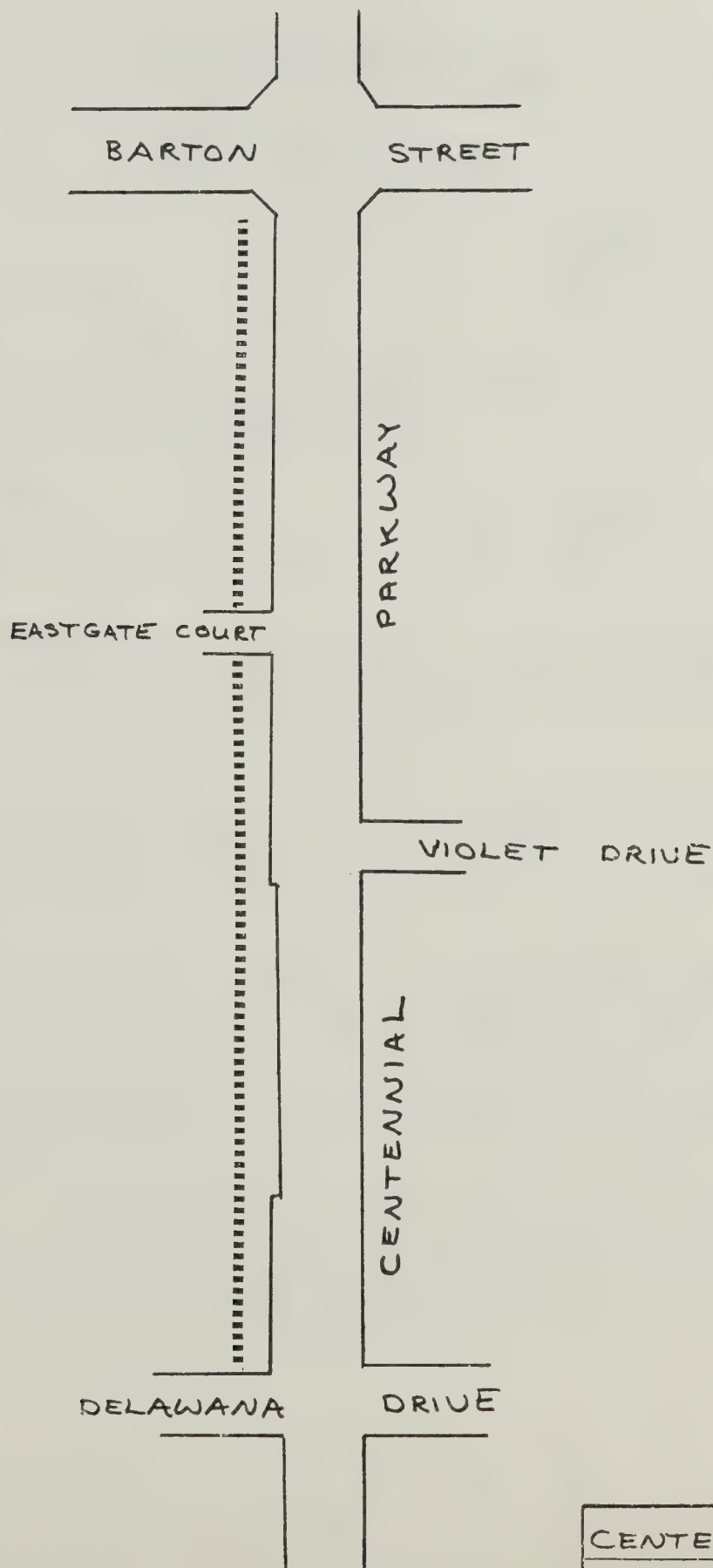
#### BACKGROUND

Sidewalks have not been constructed on the west side of Centennial Parkway between Delawana Drive and Barton Street. Commercial development on the west side of Centennial Parkway has occurred to the point where there is a need for pedestrian access. Sidewalks have been constructed on the east side within the above noted limits. The location of the proposed work is illustrated on the attached plan.

The ultimate road allowance has already been acquired throughout the study area, with the exception of a 135 metre section just north of Delawana Drive. Within this 135 metre area a 3.0 metre boulevard would still be provided. Therefore, land acquisition is not recommended at this time.

LR:ccc  
Attach.

cc: E. C. Matthews, City Treasurer  
cc: G. Lawson, Commissioner of Finance  
cc: V. J. Abraham, Director of Local Planning  
cc: K. Avery, Clerk, City of Hamilton  
cc: D. Onishi, Director of Engineering Services  
cc: P. Noe Johnson, City Solicitor



CENTENNIAL PARKWAY

..... Sidewalk  
Construction As A  
Local Improvement

NTS





F O R   A C T I O N

7b1)

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: August 21, 1990  
COMM FILE: 3-11.9.12  
DEPT. FILE: T103-23(5)

SUBJECT

Temporary Street Closure for a Sidewalk Sale on Saturday, September 15, 1990, from 8:00 a.m. to 10:00 p.m.

RECOMMENDATION

That the action of the Commissioner of Engineering be confirmed in authorizing:

The application of the Westdale Village B.I.A. (1045 King Street West, L8S 1K9) to temporarily close Paisley Avenue from South Oval to the unassumed alley south of King Street West on Saturday, September 15, 1990 from 8:00 a.m. to 10:00 p.m. to hold a sidewalk sale and festival subject to the following conditions:

- a) That the applicant receive a "Temporary Street Closure Application" approval form the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department, if deemed appropriate, on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

Cont'd ...

-Page 2-  
August 21, 1990

Temporary Street Closure for a Sidewalk Sale on Saturday, September 15, 1990, from 8:00 a.m. to 10:00 p.m.

Cont'd ...

- e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and other agency for any costs incurred by these agencies as a result of this event;
- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering.

*Ted Gill*

---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

#### FINANCIAL IMPLICATIONS

N/A

#### BACKGROUND

A request has been received from Mr. William Dawson, agent on behalf of the Westdale Village B.I.A., to hold a sidewalk sale-festival on Saturday, September 15, 1990 from 8:00 a.m. to 10:00 p.m.

The Regional Police Department have reviewed the area and they indicate that appropriate traffic control and detour routes can be provided for the event.

*J.K.C.* JKC:ccc

cc: Staff Sgt. Martin, Regional Police Department  
cc: J. G. Pavelka, Director of Public Works  
cc: M. F. Main, Director of Traffic Services



7b ii)

F O R   A C T I O N

REPORT TO:        T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM:            E. M. GILL, P. ENG  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 August 24  
COMM FILE: 3-11.9.12  
DEPT. FILE: T103-23(5)

SUBJECT:

Temporary Street Closure for a Street Dance  
on Saturday September 22, 1990 from 3:00 pm to 11:30 pm

RECOMMENDATIONS

That the action of the Commissioner of Engineering be confirmed in authorizing:

The application of the Barnstown Park Committee to temporarily close Dragoon Drive, between 78 Dragoon Drive and 100 Dragoon Drive on Saturday September 22, 1990 from 3:00 pm to 11:30 pm to hold a street dance Subject to the following conditions:

- a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department, if deemed appropriate, on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City of Hamilton.
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

cont'd...

-page 2-  
August 24, 1990

Temporary Street Closure for a Street dance  
on Saturday September 22, 1990. from 3:00 pm to 11:30 pm.

cont'd...

- e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- f) That no property owner of resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.



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E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Mrs. M. Newman, agent on behalf of the Barnstown Park Committee, to hold a street dance on Saturday September 22, 1990 from 3:00 pm to 11:30 pm.

The Regional Police Department have reviewed the area and they indicate that appropriate traffic control and detour routes can be provided for the event.

JKC:ju

cc: Staff Sgt. Martin, Regional Police Department  
cc: J.G. Pavelka, Director of Public Works  
cc: M.F. Main, Director of Traffic Services

AUG 29 1990

7biii)

F O R   A C T I O N

REPORT TO:        T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM:            E. M. GILL, P. ENG  
ACTING COMMISSIONER OF ENGINEERING

DATE:    1990 August 28  
COMM FILE:    3-11.9.12  
DEPT. FILE:    T103-23(5)

SUBJECT:

Temporary Street Closure for a Ceremonial Parade  
on Sunday September 9, 1990 from 8:00 a.m. to 6:00 p.m.

RECOMMENDATIONS

That the action of the Commissioner of Engineering in authorizing:

The application of the Hamilton District Militia (James Street Armory, 200 James Street North) to temporarily close Hughson Street North between Cannon Street and Robert Street on Sunday September 9, 1990 from 8:00 a.m. to 6:00 pm to hold a Ceremonial Parade ,  
Subject to the following conditions:

- a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department, if deemed appropriate, on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City of Hamilton;
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

cont'd...




-Page 2-  
August 24, 1990

Temporary Street Closure for a Ceremonial Parade  
on Sunday September 9, 1990 from 8:00 a.m. to 6:00 p.m.

cont'd...

- e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- f) That no property owner of resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

be approved.

  
\_\_\_\_\_  
E.M. Gill, P. Eng  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Lieutenant-Colonel V. Koziej, on behalf of the Hamilton District Militia, to hold a Ceremonial Parade on Sunday September 9, 1990 from 8:00 a.m. to 6:00 p.m.

The Regional Police Department have reviewed the route of the parade and they indicate that appropriate traffic control and detour routes can be provided for the event.

JKC:rbo

cc: Staff Sgt. Martin, Regional Police Department  
cc: J.G. Pavelka, Director of Public Works  
cc: M.F. Main, Director of Traffic Services

7c.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

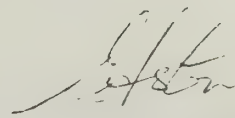
DATE: Sept. 10, 1990  
COMM FILE:  
DEPT FILE: (See  
Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

- a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.
- |                 |                             |
|-----------------|-----------------------------|
| Limeridge Road  | Parts 1&2, Plan 62R-10170   |
| Caroline Street | Part 1, Plan 62R-8873       |
| Butler Drive    | Part 3, Plan 62R-11281      |
| Acadia Drive    | Part 1, Plan 62R-8101       |
|                 | Part 2, Plan 62R-11281      |
|                 | Parts 11&12, Plan 62R-10529 |
- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Engineering be authorized and directed to register the by-laws.

  
\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

- page 2 -  
September 10, 1990

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

KML:ljm  
Encl.

cc: Mr. K. E. Avery, City Clerk  
Att: R. Morrison (encl.)  
cc: Ms. Patrice Noe Johnson, City Solicitor  
cc: Mr. F. Angelici, Planning Department



SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Limeridge Road	Parts of Lot 12, Concession 7, Township of Barton) designated as Parts 1&2, Plan 62R-10170	N/A	To complete the final width of Limeridge Rd. on the south side and provide access from Part 1, Plan 62R-9202 to Limeridge Road	S610-03
Caroline Street	Part of Lot 15 on south side of Main Street and part of Lot 15 on north side of Jackson St. in the block bounded by Jackson, Caroline, Main & Bay Streets, designated as Part 1, Plan 62R-8873	N/A	To complete the final width of Caroline Street and provide access to and from Part 2, Plan 62R-8873	S610-03
Butler Drive	Part of Lots 1&2, Registered Plan No. 909, designated as Part 3, Plan 62R-11281	N/A	To incorporate that portion of road already constructed and travelled.	S610-03
Acadia Drive	Part of Lots 1&2, Registered Plan No. 909 designated as Part 2, Plan 62R-11281, Parts of Lot 9, Conc. 8, in the former geographic Township of Barton, designated as Parts 11 and 12, Plan 62R-10529, and part of Lot 10, Conc. 8, in the former geographic Township of Barton, designated as Part 1, Plan 62R-8101	N/A	To hook-up and provide access from Butler Drive mentioned above and Acadia Drive as established by Plan 62M-465	S718-49 S610-03



7d.

F O R   A C T I O N

REPORT TO:      T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 Sept 10  
COMM FILE:  
DEPT. FILE: S705-27

SUBJECT

1990 Servicing Expenditures related to Subdivision

RECOMMENDATION

- i) That the submitted schedules for the estimated costs of services in:  
"Eastgate Heights Extension", Hamilton  
Subdividers share \$46,484.42                      City's Share -Nil-  
be adopted for inclusion in the Subdivision Agreement with the Owner.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective Owners.
- iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

*E.M. Gill*

\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

"EASTGATE HEIGHTS EXTENSION"

The development of these lands will result in the creation of 12 single family residential units. These lands are located in the Kentley Neighbourhood South of Barton Street and West of Centennial Parkway. There is no City Share for the cost of installing services for this proposed subdivision.

PS:rbo

cc: J. Shatz, Secretary, Co-ordinating Committee  
cc: E.C. Matthews, City Treasury Department  
cc: L.E. Farr, City Solicitor



1990 SUBDIVISION EXPENDITURE SUMMARY

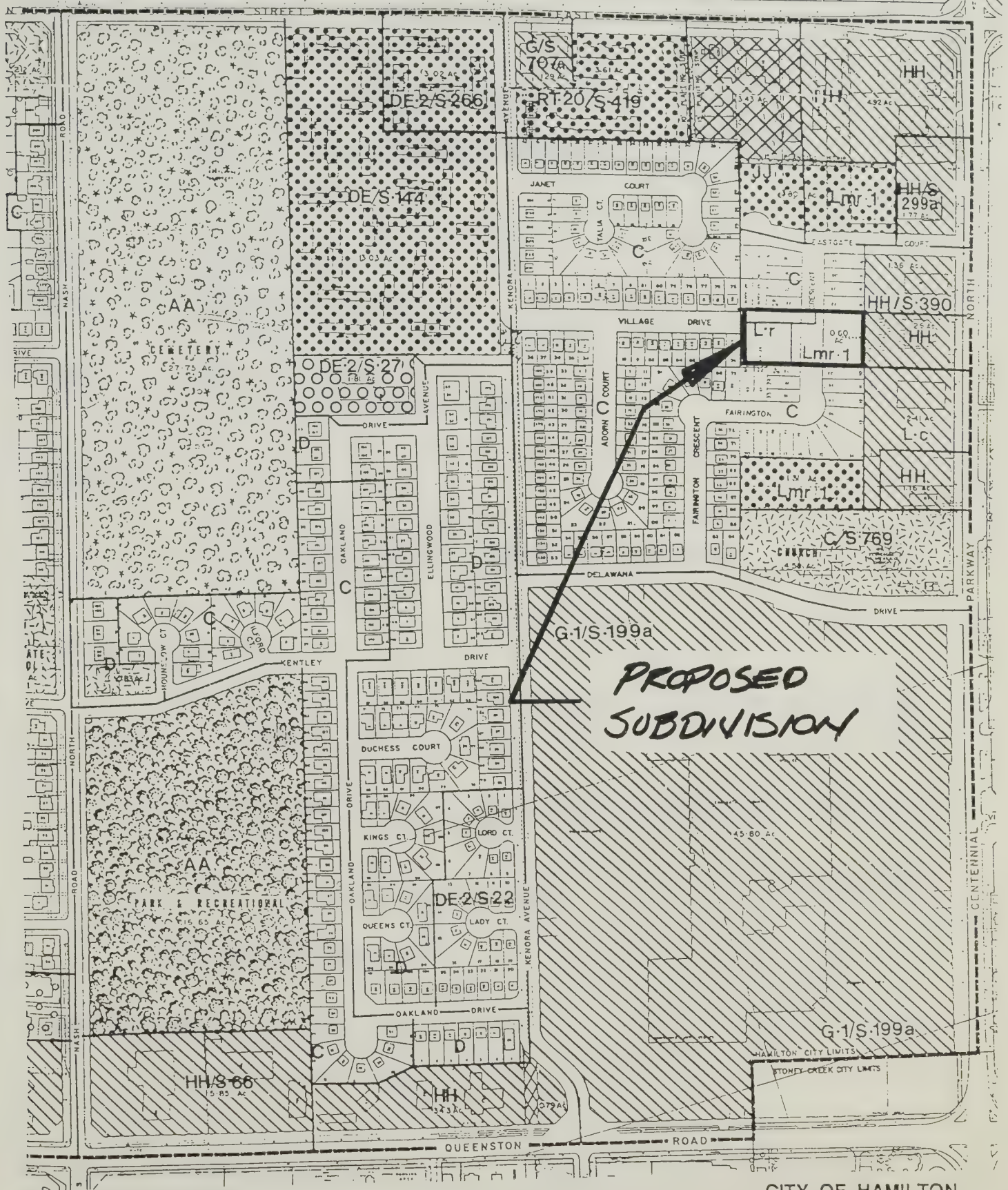
Name of:	CITY'S SHARE OF EXPENDITURES							
SUBDIVISION	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- EASTGATE HEIGHTS EXTENSION	12 Lots Hamilton	89-12-12 P&D 28-89 Item 8(b)	Catch Basins & Connections	\$0.00	\$0.00			
- LANDMART BUILDING CORPORATION			Curbs & Sidewalks	\$0.00	\$0.00			
- Ashenhurst Nouwens Limited			Finished Roads	\$0.00	\$0.00			
- John P.Nouwens, O.L.S. (File S705-27)			Dead End Barricade	\$0.00	\$0.00			
			Street Lighting	\$0.00	\$0.00			
			Fencing	\$0.00	\$0.00	\$0.00	\$46,484.42	\$46,484.42

TOTALS:

				\$0.00	\$0.00		\$0.00	\$46,484.42	\$46,484.42
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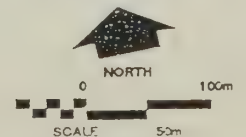
\* OVERSIZING EXPENDITURES are Non-Recoverable  
\* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEDULE "A"



CITY OF HAMILTON  
Planning Department

KENTLEY  
APPROVED PLAN



KEY PLAN: EASTGATE HEIGHTS EXT."





8a.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** September 12, 1990

**REPORT TO:** Chairman and Members  
Transport and Environment Committee

**FROM:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

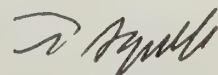
**SUBJECT:**

Hazardous Materials/Wastes Symposium:  
Social Aspects of Facility Planning and Management  
Toronto, - September 30 to October 3, 1990

**RECOMMENDATION:**

- (a) That the Chairman or his designate be authorized to attend the Hazardous Materials/Wastes Symposium to take place on September 30, to October 3, 1990 in Toronto.
- (b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**



See recommendation above.

**BACKGROUND:**

Program Outline as attached.

Attachment

# Provisional Program

An International Symposium

## Hazardous Materials/Wastes: **Social Aspects of Facility Planning and Management**

**September 30 to October 3, 1990**

Harbour Castle Westin, Toronto, Ontario

# Program provisoire

Symposium international

## Les matières/déchets dangereux : **aspects sociaux de la planification et gestion des installations**

**du 30 septembre au 3 octobre 1990**

Harbour Castle Westin, Toronto, Ontario

Sponsored By: Atomic Energy of Canada Ltd.

Energy, Mines & Resources • Environment Canada • Ontario Waste Management Corporation

Federal Environmental Assessment Review Office • Ontario Hydro • Laidlaw, Inc.

Faculty of Environmental Studies, York University





## Symposium Overview

In recent years social issues have become a dominant if not overriding factor in decision processes relating to facilities that handle hazardous materials. The intensity and pervasiveness of public concern suggest a need for careful and comprehensive reassessment of approaches taken to the planning, management and regulation of these facilities.

The aim of this Symposium is to meet this need. For this reason the Symposium deals exclusively with *social aspects* throughout the life cycle of facilities that handle hazardous materials. It is intended to provide a forum for both problem diagnosis and prescription: What are the main issues? What accounts for them? Why are they so difficult to deal with? What has been tried? and What has been learned?

The Symposium will bring together professionals from various countries, both industrial and industrializing, to share information and their experience, to explore international implications and perspectives, and to establish new intellectual and organizational links.

## Symposium Objectives

**To increase** understanding of the social issues surrounding the planning and management of facilities handling hazardous materials/wastes.

**To provide** a first-time forum for professionals and management from industry, government and academia to explore these issues interactively.

**To share** experiences, successes and lessons learned across industries, professions, and interests.

**To critically evaluate** the social science research on the reasons for controversy surrounding these facilities.

**To highlight** the evolving solutions to controversy and to issues such as siting, impact management and compensation.

**To explore** the ethical issues involved in the planning and management of such facilities from the perspectives of individuals, groups, affected communities, corporations and society as a whole.

**To begin** to develop a social consensus on the most socially, politically and ethically acceptable means of managing facilities that handle hazardous materials/wastes.

**To explore** the nexus between technological and social solutions, such as recycling, to problems of waste management.

**To develop** an international perspective on issues surrounding hazardous materials/wastes.

## Who Should Attend:

This Symposium will be of interest to environmental managers, social scientists, academics, public health experts, risk analysts, hazardous materials managers, waste generators, emergency response planners, senior managers and executives of facilities, municipal planners and politicians, federal, provincial, state and regulatory officials and special interest groups. This Symposium will also be of interest to those involved with so-called LULUs – Locally Unwanted Land Uses.



## Aperçu du Symposium

Au cours des dernières années, les questions sociales sont devenues un facteur dominant, sinon prépondérant dans les prises de décision au sujet d'installations où l'on effectue la manutention de matières/déchets dangereux. L'intensité des inquiétudes du public et la tendance de celles-ci à se répandre laissent supposer un besoin de réévaluer soigneusement et

complètement les façons de planifier, gérer et réglementer les installations en question.

Le but du Symposium est de répondre à ce besoin. Pour cette raison, il traite exclusivement des aspects sociaux de toutes les phases du cycle de vie des installations où l'on effectue la manutention de matières/déchets dangereux. Il servira de forum où l'on pourra établir le diagnostic du problème (Quelles sont les principales questions? De quoi découlent-elles? Pourquoi sont-elles si difficiles à résoudre?) et où l'on offrira des "remèdes" (Quelles solutions a-t-on essayé? Quel enseignement a-t-on tiré?).

Le Symposium rassemblera des professionnels de divers pays, à la fois industriels et en voie d'industrialisation, pour partager les renseignements obtenus et l'expérience acquise, étudier les conséquences et perspectives internationales et établir des liens intellectuels et organisationnels nouveaux.

## Objectifs du Symposium

**Permettre** de mieux comprendre les questions concernant la planification et la gestion des installations où l'on effectue la manutention des matières/déchets dangereux.

**Offrir** un forum, le premier du genre, qui permet aux professionnels et aux gestionnaires de l'industrie, du gouvernement et des milieux universitaires de discuter ensemble des problèmes à résoudre.

**Permettre** aux industries, aux groupes professionnels et aux groupes d'intérêt de partager leurs expériences, leurs succès et les leçons qu'ils ont tirées.

**Évaluer** en critique les études sociologiques menées sur les raisons à l'origine des controverses sur ces installations.

**Mettre** en évidence les solutions proposées pour les controverses et les questions telles que le choix du site, la gestion des incidences et la compensation.

**Examiner** les questions morales soulevées relatives à la planification et la gestion de ces installations, du point de vue des particuliers, des groupes, des collectivités locales touchées, de l'entreprise et de la société dans son ensemble.

**Commencer** à établir un consensus social sur les moyens les plus acceptables, sur les plans social, politique et moral, d'assurer la gestion d'installations utilisant des matières/déchets dangereux.

**Examiner** le lien entre les solutions techniques et sociales, telles que le recyclage, permettant de résoudre les problèmes de gestion des déchets.

**Exposer** une optique internationale sur les questions concernant les matières/déchets dangereux.

## Qui devrait y assister?

Le Symposium intéressera les personnes suivantes: gestionnaires de l'environnement, spécialistes en sciences sociales, personnel enseignant, experts en hygiène publique, spécialistes en analyse de risques, gestionnaires des matières dangereuses, producteurs de déchets, planificateurs des mesures d'intervention d'urgence, gestionnaires principaux et cadres supérieurs des installations, planificateurs et politiciens municipaux, représentants des gouvernements fédéraux, provinciaux, d'états et de réglementation et groupes de défense d'intérêts particuliers. Le Symposium intéressera aussi les personnes qui se penchent sur la question de l'utilisation (affectation) controversée du sol.

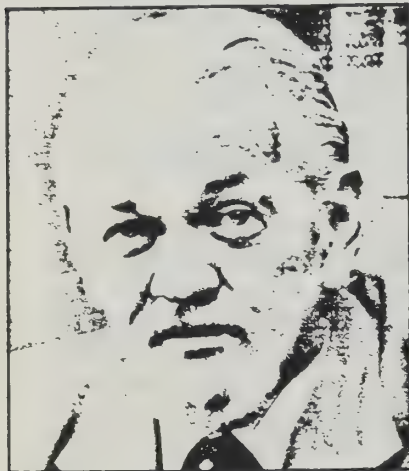


## Keynote Speakers

Monday, October 1

8:30 a.m.

### Dr. Donald Chant



Dr. Chant is the Chairman and President of the Ontario Waste Management Corporation, a provincial crown corporation responsible for creating a toxic waste management system for the province. He has served as Vice-President and Provost of the University of Toronto, and was the co-founder, and President and Chairman of Pollution Probe from 1969-1981.

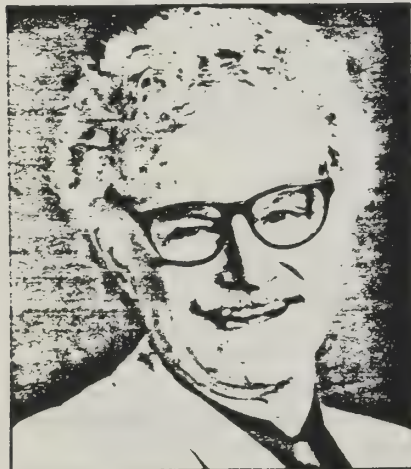
Since 1985, he has been the Chairman of the Wildlife Toxicology Program; a program funded by Environment Canada and the World Wildlife Fund, which is responsible for allocating research funds across Canada. In 1987 and 1988 he was a member of the National Task Force on Environment and Economy; Canadian Council of Resource and Environment Ministers.

Prior to his present position, Dr. Chant was the Chairman of the Canadian Environment Advisory Council based in Ottawa, and in July 1988 was appointed an Officer of the Order of Canada.

Monday, October 1

7:00 p.m.

### Banquet Dinner and Special Guest Speaker



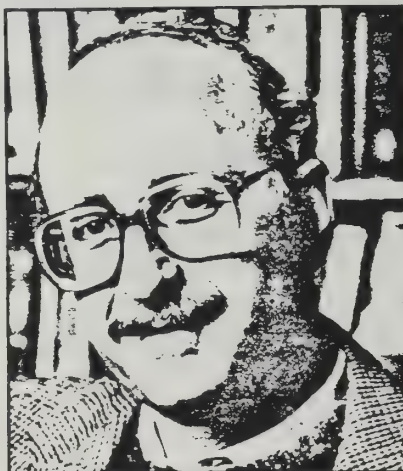
Join your colleagues for a sumptuous Banquet Dinner, followed by an entertaining presentation by Canada's own, **Dave Broadfoot**. A man who has given command performances before such dignitaries as Queen Elizabeth, former President Ronald Reagan and Prince Phillip. The winner of the Juno Award for comedy recording, 13 ACTRA Awards for writing and

performing comedy in Radio and Television, and a *Certified Speaking Professional* Award from the United States. He has been the recipient of the Queen Elizabeth Silver Jubilee Medal, an honorary Doctorate at Athabasca University, the Rank of Honorary Staff Sergeant in the Royal Canadian Mounted Police, and an Officer in the Order of Canada. He has been entertaining audiences for years, especially with his work on C.B.C.'s *Air Farce*.

Tuesday, October 2

9:00 a.m.

### Dr. Peter Sandman



Dr. Sandman is Director of the Environmental Communication Research Program and Professor of Journalism at Rutgers University. A specialist in the design of issue-oriented information and education campaigns, Dr. Sandman has worked on communication aspects of a wide range of environmental issues, from geological radon to hazardous waste facility siting and from nuclear power to lead in drinking

water. His clients have encompassed an equally wide range, including among others the Environmental Defense Fund, the Chemical Manufacturers Association, and the U.S. Environmental Protection Agency.

Dr. Sandman's interest in the communication of risk focuses on three issues: how to alert people to serious risks when they are apathetic; how to reassure people about modest risks when they are overly concerned; and how to facilitate two-way communication and power-sharing among stakeholders with different perspectives on a risk situation.

Wednesday, October 3

1:30 p.m.

### Stephen Lewis



Stephen Lewis is an internationally acclaimed speaker presently acting as a Special Advisor on Africa to the United Nations. Prior to this, Mr. Lewis was the Ambassador and Permanent Representative for Canada to the United Nations for four years. He has been a noted radio and television commentator on issues of public concern and he was a prominent arbitrator in the labour relations field. He was one

of the youngest members to sit in the Ontario Legislature, being re-elected on four successive occasions. In 1970 he became the provincial leader of the NDP, and the Official Opposition in the Ontario Legislature after the 1975 election.

Stephen Lewis has received numerous Honorary Degrees from Canadian Universities and has been awarded the Gordon Sinclair ACTRA Award for *outspoken opinion and integrity in broadcasting*; a Human Rights award for his documentaries on the Holocaust Theme in Literature and film; and a Human Relations Award from the Canadian Council of Christians and Jews for his outstanding contribution to the understanding and respect among Canadians.



# Program Outline

**Sunday, September 30, 1990**

4:00 p.m. Registration and Refreshments

6:00 p.m. to 8:00 p.m. – "Meet and Greet" Reception  
*Sponsored by Laidlaw, Inc.*

**Monday, October 1, 1990**

7:30 a.m. Registration and Coffee

8:15 a.m. Welcoming Remarks

8:30 a.m. **Keynote Presentation** – Dr. Donald Chant,  
*Chairman and President, Ontario Waste  
Management Corporation (TS)*

9:15 a.m. International Perspectives – Panel discussion  
• Speakers to be confirmed

10:15 a.m. Refreshment Break – *Sponsored by Connor  
Development Services Limited*

10:30 a.m. to 12:00 noon **Panel Discussions**(Please select one)

**A. Public Consultation: Necessity or Frill?**

- Peter Homenuck, Faculty of Environmental Studies, York University, Ontario
- Des Connor, Connor Development Services Limited, British Columbia
- Jerry Delli Priscoli, U.S. Army Corps. of Engineers, Virginia
- Joyce Young, Joyce Young and Associates, Ontario

**B. Communications/Community Relations**

- Michel Dorais, Président, Bureau des audiences publique sur l'environnement, Québec
- Marion Cox, ICF Incorporated, Washington D.C.
- T.A.G. Watson, Laidlaw Inc., Ontario
- Michael Scott, Ontario Waste Management Corporation, Ontario

**C. Environmental Auditing**

- John Reed, Environment Planning, Esso Petroleum Canada Associates Services, Ontario
- Art Stelzig, Environment Canada, Ontario
- Barney Singh, Environmental Relations Consultant Inc., Ontario

**D. Legal Issues: Resolving Scientific Disputes in an Adversarial Forum**

- Dennis Wood, McCarthy Tétrault, Ontario
- TBA: other speakers from the legal profession

12:00 p.m. Lunch (On Your Own)

1:30 p.m. to 3:00 p.m. **Seminar Sessions/Paper Presentations**

**SERIES 101**

**Overview of Site Selection Processes**

- Bill Sloan, Maryland Environmental Services

**Issues Management in Site Selection**

- Tom Baer, U.S. Ecology Inc., Kentucky

**Social Psychology of Site Selection**

- Richard Bord, Department of Sociology, Pennsylvania State University, Pennsylvania

**Integrating Local Concerns into Site Selection**

- Gretchen Monti, Monti Communications Inc., Illinois

**SERIES 102**

**Environmental Audits: What Ought to be Done**

- Mark A. Stevenson, Victor S. Godden, Ontario

**Environmental Clean-Up Laws: Impact on Inner-City Development**

- Hank Frentz, Science Applications International Corporation, California

**Environmental, Social and Economic Risks Associated With Underground Storage Tanks (UST): Insurance and Current Impacts on Small Petroleum Marketers**

- Robert Gallagher and Paul Belisle, Decontamination International Inc., Pennsylvania

**SERIES 103**

**Hazardous Material Based Industries in Today's Society: The Strathcona Experience**

- Iris Evans, Reeve, Strathcona County, Alberta
- William Hewitt, Fire Chief, City of Saskatoon, Saskatchewan

**Developing an Emergency Preparedness Plan: Research Findings**

- Trish Bolton, Battelle Human Affairs Research Centers, Washington

**SERIES 104**

**Community Consultation Case Study: PCB Destruction, Goose Bay**

- Greg McGuire, Department of National Defense and Douglas White, Proctor and Redfern Group, Ontario

**The Opportunities and Dilemmas of Transportable Hazardous Waste Management Facilities**

- Faye Beuby and James Jordan, ENSCO Environmental Services Inc., California

**SERIES 105**

**Medical Waste Disposal: Health and Social Considerations**

- David Marrack, Fort Bend Medical Clinic, Texas

**SERIES 106**

**But Do We Need It? Determining Facility Need**

- Susan Ridgley, Social and Hazardous Waste Program, Department of Ecology, Washington

**Sustainable Development and Social Impact Assessment**

- Bryn Greer-Wotten, Department of Geography, York University, Ontario

3:00 p.m. Refreshment Break

3:30 p.m. to 5:00 p.m. **Seminar Sessions/Paper Presentations**

**SERIES 107**

**Site Selection: The Community Viewpoint**

- Ed Brethor, Community Advisory Committee of Hamiota, Manitoba
- Deb Spiller, Liaison Committee of Swan Hills, Alberta

**Getting Past the Symbolism in Site Selection Processes**

- Michael Elliott, Graduate City Planning Program, Georgia Institute of Technology

**Real People: Achieving Community Consensus**

- Steven Quarles, Crowell and Moring, Washington, D.C.

**SERIES 108**

**Self-Fulfilling Prophecies: Public Relations and Legal Representation**

- Marc Wolman and Ed Mauer, R.W. Beck and Associates, Massachusetts

**SERIES 109**

**Assessing Social Impacts**

- Audrey Armour, Faculty of Environmental Studies, York University, Ontario
- Kristi Branch, Battelle Human Affairs Research Centers, Washington

## SERIES 110

### Managing Perceived Risks in the Transportation of Hazardous Materials

- John Sturgess, Canadian National, Québec

### The Importance of the Emergency Coordinator

- Mary Simpson, Institute of Environmental Research Inc., and Dave Kemp, City of Niagara Falls Fire Department, Ontario

6:30 p.m. Reception

7:00 p.m. Banquet Dinner

**Guest Speaker: Dave Broadfoot**

**Tuesday, October 2, 1990**

8:00 a.m. Registration and Coffee

8:30 a.m. Keynote Presentation – **Hazard Versus Outrage: Siting Controversies and the Definition of Risk**  
Dr. Peter Sandman, *Director, Environmental Communication Research Program, Rutgers University, New Jersey (TS)*

10:00 a.m. Refreshment Break

*Sponsored by Pat Delbridge Associates Inc.*

10:30 a.m. to 12:00 p.m. **Panel Discussions** (Please select one)

#### E. Pre-siting Impact Management and Siting Agreements

- Doug Easterling, University of Pennsylvania
- Patti Cronin, Wisconsin Siting Board
- Chris Zeiss, Alberta Special Waste Management Corporation and University of Alberta
- John Seley, Queen's College, New York

#### F. Addressing Ethical Issues

- Sue Hendler, School of Urban and Regional Planning, Queen's University, Ontario
- Peter Timmerman, Institute for Environmental Studies, University of Toronto, Ontario
- Tim Beatley, Division of Urban and Environmental Planning, University of Virginia, Virginia
- Reg Lang, Faculty of Environmental Studies, York University, Ontario

#### G. Emergency Preparedness: Learning from Experience

- Daniel Lescamela, Mobile Oil Canada, Alberta
- TBA: other representatives of oil and gas industries

#### H. Risk Perception/Management: Overview of Issues

- Chris Cluett, Battelle Human Affairs Research Centers, Washington
- David Pijawka, School of Public Affairs, Arizona State University, Arizona
- Steve Rayner, Program on Science, Technology and Society, Cornell University, New York

12:00 p.m. Banquet Luncheon

1:30 p.m. to 3:00 p.m. **Seminar Sessions/Paper Presentations**

## SERIES 201

### Relationship Between Planning Consultants and Communities in Social Impact Assessment

- David Annandale and Sally Leppard, LURA Group, Ontario

### An Approach to Consultative Decision-Making

- Mark Stevenson and Victor Godden, Ontario

### Impacted Community Organizations: Their Role in Locational Decisions

- Ron Anderson and David Lisle, Monenco Consultants Ltd., Ontario

## SERIES 202

### Public Attitudes to a Radioactive Waste Disposal Project and Its Effect on Site Selection Process

- Z. Lovasic, J. Torok and L.P. Buckley, Waste Management Systems, Atomic Energy of Canada Ltd., Ontario

### The Institutional Dimension of Siting Nuclear Waste Disposal Facilities

- Thomas Isaacs, U.S. Department of Energy, Washington, D.C.

### Focus Group Studies as a Measure of Public Opinion

- Mary Greber, AECL, Manitoba

## SERIES 203

### The Location of Waste Treatment Sites Using a Decision Support System

- Bryan Massam, Location Planning Consultant, LOCPLAN, Ontario

### A Risk Based Decision-Making Process for the Selection of Sanitary Landfills: The Political Reality

- J.A. Beechinor, Trow, Dames and Moore, Ontario

## SERIES 204

### NIMBY: Mythology, Analysis and Prognosis

- Doug Miller, Synergistics Consulting Ltd., Ontario

### Responding to the New Era of Environmental Awareness

- Jean Lowry Johnston, Beak Associates Consulting Ltd., Alberta

## SERIES 205

### SIA in Ontario Environmental Assessments: A Review of Selected Case Studies

- Michael Benson, Debra Hayes and George Vance, Conestoga-Rovers and Associates, Ontario

### The Social Impact Unit – Western Australia's Link Between Industry and Community

- Jo Ann Beckwith, Social Impact Unit, Australia

### "Special" Social Impacts Related to the Development of Hazardous Facilities: Theory and Practice in Ontario

- Vicki McCulloch, Institute of Environmental Research Inc., Ontario

## SERIES 206

### Opting for Cooperation: A Voluntary Approach to Siting a Low-level Radioactive Waste Management Facility

- Audrey Armour, Siting Task Force on Low-level Radioactive Waste Management, Ontario
- Paul Rennick, Chairperson, Siting Task Force on Low-level Radioactive Waste Management, Ontario
- Simon Loughton, Facilitator, Deep River Community Liaison Group, Ontario
- Ray Harris, Chairperson, Port Hope Community Liaison Group, Ontario

## SERIES 207

### Risk Perception/Management: Lessons from Experience

- Chris Cluett, Battelle Human Affairs Research Centers, Washington
- David Pijawka, School of Public Affairs, Arizona State University
- Steve Rayner, Program on Science, Technology and Society, Cornell University, New York

3:00 p.m. Refreshment Break

3:30 p.m. to 5:00 p.m. **Seminar Sessions/Paper Presentations**

## SERIES 208

### New Initiatives for Establishing Agreements with States, Indian Tribes and Local Governments

- Barry Gale, U.S. Department of Energy, Washington, D.C.



**A Generic Socio-Economic Impact Assessment for the Canadian Nuclear Fuel Waste Management Program**

- Tomasz Wlodarczyk, Ontario Hydro, Ontario

**SERIES 209**

**Siting Hazardous Waste Management Facilities That Reflect Local Social Values**

- Faye Beuby and James Jordan, ENSCO Environmental Services, Inc., California

**The Use of Property Transfer Site Agreements to Minimize Clean-up and Other Financial Liabilities**

- Hank Frentz, Science Application International Corporation, California

**SERIES 210**

**Les Travailleuses et Travailleurs Face aux Déchets Dangereux Dans Leurs Milieu de Travail**

- Roger La Roche, Conseil Central de Montréal, Québec

**SERIES 211**

**The Social and Economic Aspects of Radioactive Pollution Risk Evaluation and Control**

- Robert Gallagher, Applied Health Physics, Inc., Pennsylvania

**Radiation Safety and Public Involvement**

- Fergal Nolan, Canadian Institute for Radiation Safety (CAIRS), Ontario

**SERIES 212**

**Emergency Preparedness: Meeting Planning and Regulatory Requirements**

- Daniel Lescamela, Mobile Oil Canada, Alberta
- TBA: other representatives of oil and gas industries

8:00 p.m. Optional Entertainment Feature  
"Phantom of the Opera" Show

**Wednesday October 3, 1990**

8:00 a.m. Registration and Coffee

8:30 a.m. to 10:00 a.m. Panel Discussions (Please select one)

**I. Managing Actual Facility Impact**

- Jack Knetsch, Natural Resources Management Program, Simon Fraser University, British Columbia
- Robert Lake, Center for Urban Policy Research, Rutgers – The State University of New Jersey
- David Morell, Exeltech, California
- Susan Santos, CE Environmental, Massachusetts
- Robin Gregory, Decision Research, Oregon
- Marcia Nelson, City Attorney's Office, City of Seattle

**J. Psychosocial Impacts from Hazardous Waste Siting: Moving Beyond NIMBY**

- Russell Stone, Professor of Sociology, State University of New York at Buffalo
- Anastasia Shkilnyk, Policy Advisor to Ontario Government on Aboriginal Affairs
- Michael Edelstein, Professor of Psychology, Ramapo College, New Jersey

**K. Conflict Resolution**

- Marion Cox, ICF Incorporated, Washington, D.C.
- John Livey, Society of Conflict Resolution in Ontario
- Stephanie Hunt, Environment Canada, Ontario

**L. Site Remediation and Facility Decommissioning**

- William Stiebel, Vice-President, Environmental Division, Moneco, Ontario
- Des Connor, Connor Development Services Ltd., British Columbia
- TBA: other government and industry representatives

10:00 a.m. to 10:30 a.m. – Refreshment Break

10:30 a.m. to 12:00 noon Seminar Sessions/Paper Presentations

**SERIES 301**

**Major Industrial Accidents Co-ordinating Committee: The Canadian Experience**

- Michael Salib, Major Industrial Accidents Co-ordinating Committee, Ontario

**California's Experience with Community "Right-to-Know" Laws**

- Hank Frentz, Science Applications International Corp., California

**SERIES 302**

**Law Reform for Toxic Land: Retroactive Legislation and Rights of Review**

- Waldemar Brul, West Coast Environmental Law Association, British Columbia

**SERIES 303**

**New Concepts in Community Involvement in Hazardous Facility Siting**

- Faye Beuby and Lisa Nelowet, ENSCO Environmental Services Inc., California

**Components of a Successful Public Involvement Program**

- Todd Peterson, R.W. Beck and Associates, Washington

**Facing the Fallacy that the Problem with Public Consultation is the Public**

- David Evans, Ontario

**SERIES 304**

**Using Co-Management to Minimize Conflict**

- Alun Richards, Manitoba Hazardous Waste Management Corporation, Manitoba

**The Edmonton Special Waste Brokerage Facility: An Approach to Planning, Management and Regulation**

- Larry Loven, Custom Environmental Services Ltd., Alberta

**SERIES 305**

**Current Trends in Compensating Communities for Hazardous Waste Management Facilities**

- Danielle Hurst and Heather Blanck, Hickling Management Consultants Ltd., Ontario

**The Impacts of Waste Facilities on the Farming Community and Remediation Measures**

- Derek Coleman and Helma Geerts, Gore and Storrie Ltd., Ontario

**Impact Management Measures: Managing Social Impacts for Waste Management Facilities**

- Cynthia Rattle, Institute of Environmental Research (1985) Inc., Ontario

**SERIES 306**

**Community Awareness and Emergency Response (CAER): A Case Study Analysis**

- John McCauley, Gartner Lee Ltd. and Joyce Young, Joyce Young and Associates, Ontario

**Emergency Response Planning and the Impact of MISA**

- J.S. Moore, Contingency Response, Regional Municipality of Peel, Ontario

12:00 noon Banquet Luncheon

1:30 p.m. Keynote Speaker – Stephen Lewis (TS)

2:30 p.m. Closing Remarks and Evaluation



8b.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** September 12, 1990

**REPORT TO:** Chairman and Members  
Transport and Environment Committee

**FROM:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**SUBJECT:**

Changing Attitudes About the Environment in the 90's  
Ottawa, Ontario - October 21 to October 24, 1990

**RECOMMENDATION:**

- (a) That the Chairman or his designate be authorized to attend the Changing Attitudes About the Environment in the 90's Seminar to take place on October 21 to October 24, 1990 in Ottawa.
- (b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

See recommendation above.

**BACKGROUND:**

Program Outline as attached.

Attachment



SIXTH  
CANADIAN ENVIRONMENTAL  
GOVERNMENT AFFAIRS  
SEMINAR



**Changing  
Attitudes  
About**

**the  
Environment  
in the 90's**

*October 21 to 24, 1990  
Westin Hotel, Ottawa*

**SPONSORED BY:**

The A&WMA  
Canadian Government  
Affairs Committee  
Environment Canada



**AIR & WASTE MANAGEMENT  
ASSOCIATION**

**PROGRAM**

**OCTOBER 21 (Sunday)**

1700 - 1900 Registration (Foyer Provinces 1 & 2)

**OCTOBER 22 (Monday)**

0900 - 1300 Registration (Foyer Provinces 1 & 2)

1300 Official Opening (Provinces 1 & 2)

**Mr. Paul Beauchemin**  
Chem-Security Ltd.  
Conference Chairperson

1310 Introduction

**Mr. Charles D. Pratt**  
President, A&WMA

**FIRST SESSION**

**"WHAT ARE THE PRIORITIES?"**

**Chairperson**  
**Mr. Eugene Kupchanko**  
Environmental Consultant

1330 **"Federal Government Response to  
Changing Attitudes"**

**The Hon. Robert de Cotret**  
Federal Minister of the Environment

**OCTOBER 23 (Tuesday)**

**SECOND SESSION**

(Provinces 1 & 2)

**"CURRENT REGULATORY INITIATIVES - ARE THEY SUFFICIENT?" - Part 1**

1400 "Provincial Government Response"

**The Hon. John Reynolds**  
Minister of Environment  
British Columbia

1430 "Being Responsible Partners  
in Canadian Society"

**Mr. Jean Bélanger**  
President  
The Canadian Chemical Producers'  
Association

**Chairperson**

**Mr. Ken Smith**  
Assistant Deputy Minister  
Ministry of Environment  
Alberta

1500 - BREAK -

1530 "Environmental Action for the Turn-  
Around Decade"

**Ms. Elizabeth May**  
Cultural Survival (Canada)

**The Hon. James Bradley**  
(Invited)  
Minister of Environment  
Ontario

1600 "Impact of Third World Development  
on Canadian Policy"

**Mr. Gilles Lamoureux**  
Director General  
Canadian International Development  
Agency

0900 "New Provincial Regulations - Air &  
Waste"

0930 "The Value of Federal Regulatory  
Initiatives in Protecting the  
Environment"

**Ms. Lorette Goulet**  
Assistant Deputy Minister  
Conservation and Protection  
Environment Canada

1630 "The Greenhouse Challenge"

**Dr. Kirk Dawson**  
Director General  
Canadian Climate Centre

1000 - BREAK -

1030 "Impact of Environmental Regulation  
on Transportation in the 90's"

**Mr. Barry Kershaw**  
Director  
Vehicle Safety and Energy Operations  
Transport Canada

1700 - ADJOURNMENT -

1730 - 1930 Reception (Provinces 1 & 2)

1100      "The Public's Role in Air Quality Management"  
  
**Mr. Bruce Walker**  
 Research Director  
 STOP  
 (A Montreal Environmental Group)

1130      "NOx/VOC Action Plan for Canada"  
  
**Mr. Vic Shantora**  
 Director  
 Industrial Programs Branch  
 Environment Canada

1200      - LUNCHEON - (Confederation 3)  
  
Guest Speaker  
  
**Dr. David Bates**  
 University of British Columbia

1400      "Les mesures réglementaires actuelles suffisent-elles?"  
  
**Dr. André Marsan**  
 Assistant Deputy Minister  
 Ministry of the Environment  
 Quebec

1430      "Regulation of Priority Substances Under CEPA - Experience to Date"  
  
**Dr. John Buccini**  
 Director  
 Commercial Chemicals Branch  
 Environment Canada

1500      - BREAK -

1530      "Environmental Standards and Regulations: the Role of CCME"

**Mr. Tanner Elton**  
 Deputy Minister  
 Ministry of Environment  
 Manitoba

1600      "Recent Industry Initiatives"

**Mr. Ronald Woznow**  
 Vice President Environment  
 Fletcher Challenge Canada

1630      Nuclear Power: Why Environmentalists Haven't Changed Their Minds"

**Mr. Norman Rubin**  
 Director Nuclear Research  
 Energy Probe

1700      - ADJOURNMENT -

1730 - 1930      Reception      (Confederation 3)

### THIRD SESSION (Provinces 1 and 2)

#### "CURRENT INITIATIVES" - Part 2

Chairperson  
**Dr. Raymond Brouzes**  
 Director Environmental Affairs  
 Alcan Aluminum Limited

1330      "Energy Efficiency Programs at Ontario Hydro"  
  
**Mr. Dane MacCarthy**  
 Vice President  
 Energy Management



**OCTOBER 24 (Wednesday)**

**FOURTH SESSION** (Provinces 1 & 2)

**"HAZARDOUS WASTE MANAGEMENT -  
WHERE ARE WE GOING?"**

**Chairperson**

**Mr. Steve Hart**

Director

Waste Management Branch  
Environment Canada

0900

**"Hazardous Waste Management -  
National Policies, Provincial  
Co-ordination, Local Solutions"**

**Dr. Raymond Côté**

Associate Director  
School for Resource and  
Environmental Studies  
Dalhousie University

0930

**"Minimizing and Avoiding Waste  
Disposal Liabilities"**

**Mr. Brian O'Ferrall**

Bennett, Jones, Verchere  
Barristers & Solicitors  
Calgary

1000

- BREAK -

1030

**"Principales orientations proposées  
par la Commission d'enquête sur les  
déchets dangereux"**

**Mr. Yvon Charbonneau**

Chairman  
Commission of Inquiry on Hazardous  
Waste  
Quebec

1100

**"Future Plans for Waste Disposal in  
Alberta"**

**Mr. Ken Simpson**

CEO Alberta Special Waste  
Management Corporation

1130

**GENERAL QUESTION PERIOD** on  
presentations given during preceding  
sessions

1200

- LUNCHEON - (Confederation 1)

**Guest Speaker**

**Hon. Ralph Klein**

Minister of Environment  
Alberta

**FIFTH SESSION** (Provinces 3 & 4)

**PANEL DISCUSSION**

**Session Leader**

**Mr. David Runnalls**

Institute for Research on Public Policy

**"A DEBATE ON FUTURE ENVIRONMENTAL  
PRIORITIES FOR CANADA"**

1330

Panelists will explore both the real and perceived environmental risks of the future. They will present an insight into how governments and industry are dealing with environmental needs and will argue whether or not this response is adequate to ensure a healthy environment for future generations. Brief statements of approximately 5 to 8 minutes will be given by each member of the panel. This will be followed by panel discussion and questions or comments from the audience.

## **PANEL MEMBERS**

**Federal Government:**      **Dr. Robert Slater**  
Assistant Deputy Minister  
Environment Canada

**Provincial Government:**      **Dr. David Balsillie**  
Ministry of Environment  
Ontario

**Environmental Non-Government Organizations:**      **Mr. Kai Millyard**  
Friends of the Earth  
**Ms. Lois Corbett**  
Ecology Action Centre

**Industry:**      Representatives from:  
Canadian Petroleum  
Products Institute  
Canadian Electrical  
Association

**Media:**      **Mr. Michael Keating**  
Journalist

1530

**Conclusion and Closing Remarks**

**Mr. Paul Beauchemin**  
Conference Chairperson

9a.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 September 07

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

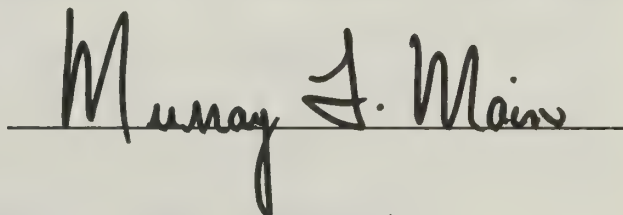
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Apartment Building at No. 120 Charles Street - Application for a Time Limit Exemption Permit [TEC-212-90]

**RECOMMENDATION:**

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the building at No. 120 Charles Street on a first come first served basis.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There is a potential for \$120.00 in revenue each year from the sale of parking permits to residents at No. 120 Charles Street.

**BACKGROUND:**

The Traffic Department has received a request from a resident of the apartment building at No. 120 Charles Street, that time limit exemption permits be issued to residents of this building. The building is located on the west side of Charles Street, just south of Hurst Place, and the applicant has indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit" regulation on Park Street South.

Investigations reveal that there are ten dwelling units in the subject building, and that there are three off-street parking spaces available on the property. Past practice of the Committee has established a policy

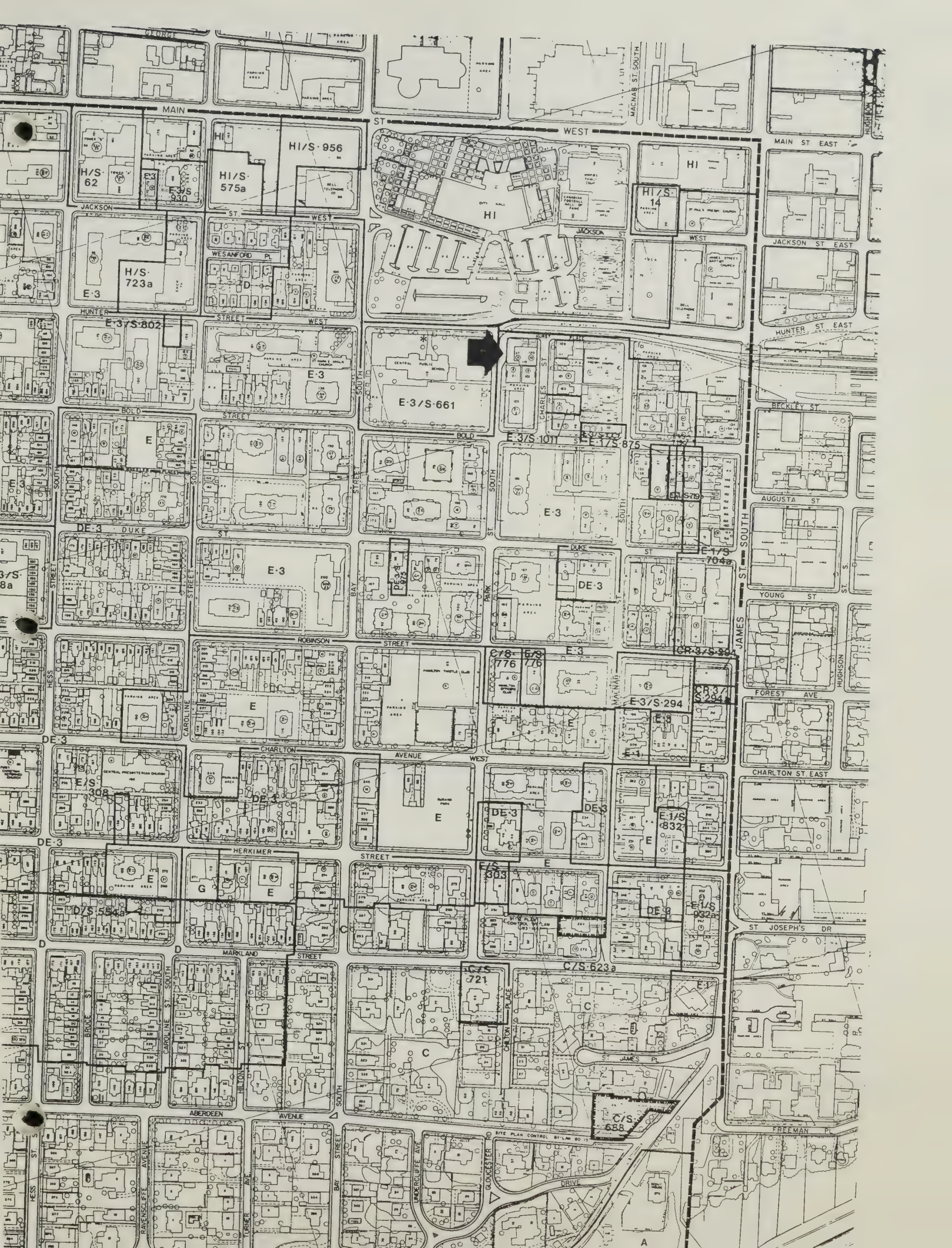


that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Charles Street in this area consist generally of single family homes and apartment buildings.

Periodic observations reveal that Park Street is heavily parked during the day, and since there has not been a great demand for time limit exemption permits in this immediate area, it appears that the parking is non-residential by area employees.

The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of five off street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of five parking permits to the residents of this building, on a first come first served basis.









9b.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 September 7

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

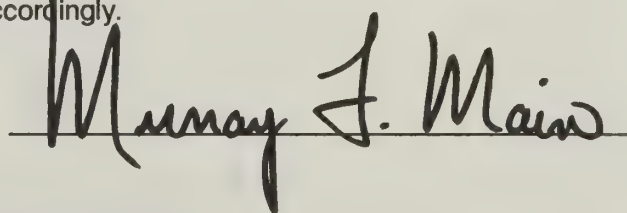
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Limeridge Road East - Left Turn Prohibitions [TEC-216-90]

**RECOMMENDATION:**

- a) That eastbound left turns be prohibited on Limeridge Road East at the most easterly entrance/exit of the Lime Ridge Mall; and
- b) That southbound left turns be prohibited onto Limeridge Road East from the most westerly entrance/exit at the Lime Ridge Mall; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

A handwritten signature in black ink, reading "Murray F. Main", is written over a horizontal line.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

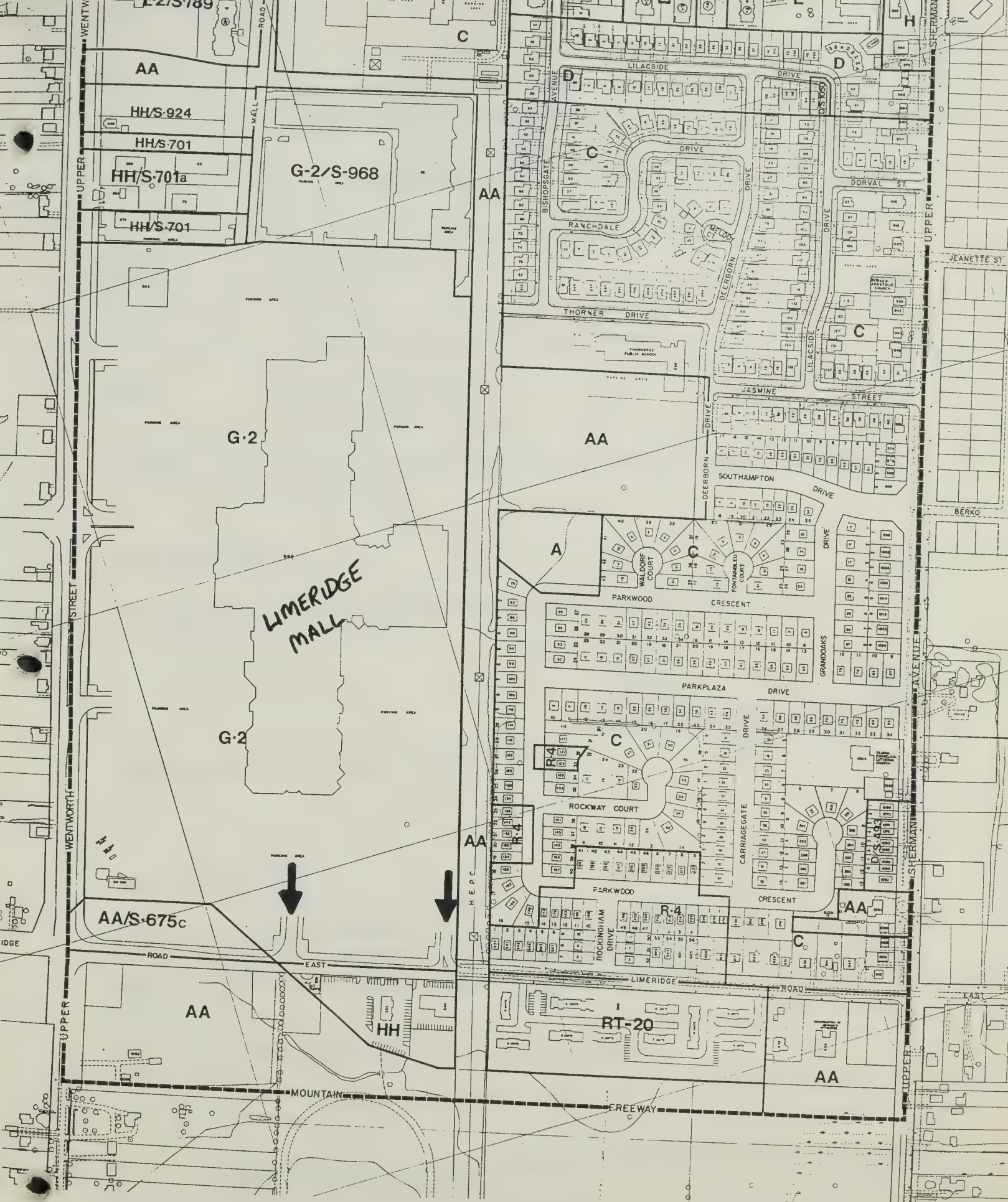
**BACKGROUND:**

Alderman Henry Merling and Tom Jackson have expressed concern regarding the operation of the two exits from Lime Ridge Mall onto Limeridge Road East, east of Upper Wentworth Street.

An investigation has revealed that the westerly exit, designated for eastbound traffic only, is operating extremely well. The only collision which has occurred there in the past five years involved a driver who incorrectly attempted to turn left from that driveway (as only right turns out are permitted). The easterly driveway has not been operating as well. An average of approximately five collisions annually occur involving a left turning exiting vehicle being struck by westbound vehicle. The collisions that have occurred are due to the fact that the intended directional operation of the Lime Ridge Mall driveways had not been completely or properly implemented. The management of the Mall was contacted late last year and have since erected directional signs on Mall roadways.

To reduce the incidence of collisions, it is now appropriate to prohibit the southbound left turn movement from the westerly driveway, and to prohibit the eastbound left turn movement into the easterly driveway.

Proper operation of the driveways will reduce traffic volumes on the section of Limeridge Road between the driveways, which would make vehicle turns and pedestrian crossings in the area of the businesses on the south side easier.







9c.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 August 21

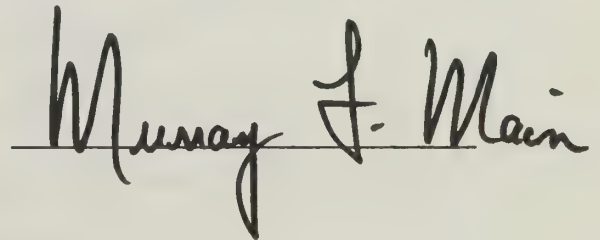
REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Prohibition of Parking on City Boulevards between the Sidewalk and Curb.  
[TEC-191-90]

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to prohibit the parking of vehicles on a City boulevard in the area between the sidewalk and curb.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

As a result of complaints by Alderman Tom Jackson, the Regional Police and Traffic Departments have investigated situations involving motorists parking their vehicles on City boulevards in areas between the sidewalk and roadway curb. Presently, the City Traffic By-law permits the parking of vehicles on any City boulevard, only,

- where a boulevard parking agreement is executed, or,
- in a driveway such that the vehicle does not interfere with the access to an adjacent driveway, or
- in a driveway such that the vehicle is not parked in an area within six feet from the curb and within 60 feet from an intersection.

The Regional Police and Traffic Departments have determined that boulevard parking in the areas between the sidewalk and curb creates several problems, as follows:

- pedestrians, especially young children, attempting to cross the roadway, are not clearly visible to the motorist because of the parked vehicles being parked right out to the curb, and also, the pedestrians do not have a clear view of approaching traffic; and
- the vehicles are frequently parked such that portions of the vehicle overhang the roadway and/or sidewalk thereby obstructing pedestrian movements and creating a hazard for vehicular traffic; and
- parking in these areas obstructs visibility for motorists attempting to enter the roadway from an adjacent intersection, or backing out at adjacent driveways.

The Traffic Department has identified four or five locations in the City where such a practice frequently occurs, and in virtually all of these cases, the abutting residential properties have at least two or more off-street parking spaces in a driveway and/or garage. Frequently, the residents have parked vehicles on the boulevard to allow children to play in the driveway, or are using the garage area for storage rather than parking.

In view of the above, the Traffic Department recommends that the City Traffic By-law be amended to prohibit the parking of vehicles on any City boulevard in areas between the sidewalk and curb. The Traffic Department will also prepare a report respecting this matter for the Engineering Services Committee.



9d.

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 August 28

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

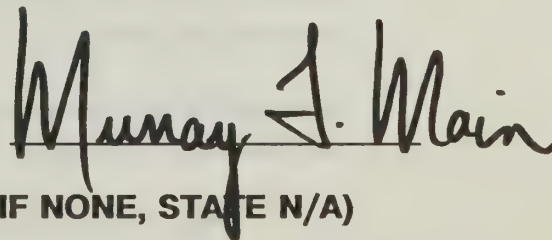
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Levels of Various Parking Violation Fines (TEC-192-90)

**RECOMMENDATION:**

- a) That, subject to the Regional Council enacting a corresponding change for violations on Regional Roads, and subject to approval of the appropriate set fines by the Chief Judge of the Provincial Offences Court for Ontario, the following parking violation fines be increased effective 1991 April 1;
- "No Stopping" violations from \$25.00 to \$35.00
  - Off-street handicapped parking areas from \$50.00 to \$70.00
  - "Unauthorized Parking on Private and Municipal Property from \$13.00 to \$20.00
  - Parked in excess of signed parking time limits/parking meters from \$6.00 to \$9.00
- b) That the City Traffic By-law 89-72 be amended accordingly.

NOTE: Under Part II of the Provincial Offences Act, motorists receiving parking infraction notices (tags) will be permitted to pay the above voluntary payments as specified by the Municipal Traffic By-law within 7 days. However, the motorist has an option of an extended payment period of up to 15 days and paying a set fine penalty out-of-Court which is determined by the Chief Judge of Ontario.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Increasing the above parking violation fines will substantially increase revenue to the City.

## **BACKGROUND:**

At the Transport and Environment Committee budget meeting of 1990 February 19, the Traffic Department was directed to undertake a review and report back to the Committee regarding the feasibility of increasing the parking violation fines for illegal parking in handicapped areas and in rush hour routes by 100 percent. To compare the parking violation fines with other municipalities, the Traffic Department has conducted a survey of 14 other municipalities (Calgary, Montreal, Winnipeg, Edmonton, Metro Toronto, Vancouver, Windsor, London, Ottawa, Halifax, Regina, Waterloo, Brampton and Mississauga), and has the following report:

### **1. Rush Hour Routes**

Illegal parking in signed rush hour routes is a "No Stopping" violation which presently carries a \$25.00 penalty. The structure of the existing parking infraction notice (tag) is very complex since the tag is now a court document such that the serving of summons is no longer required. All "No Stopping" violations such as fire hydrants, corner clearances, rush hour routes, etc. are covered in the "No Stopping" section of the tag and it has been concluded that separating the rush hour violation from other "No Stopping" violations would be inappropriate and would create difficulties with the structure of the parking infraction notice. All of the "No Stopping" violations are generally for safety reasons and as such, should carry a more severe penalty, and therefore, the Traffic Department recommends that the rush hour route penalty be retained with all other "No Stopping" violations.

The results of the survey indicate that the maximum penalty for "No Stopping" is \$35.00 and this is in Metro Toronto. The median is \$25.00 and the average is \$23.00. Therefore, Hamilton's current penalty of \$25.00 for "No Stopping" is not out-of-line with other Municipalities, but consideration could be given to increasing the penalty to \$35.00. The suggested set fine which would require approval by the Chief Judge of Ontario would then be \$50.00 and this penalty would be for motorists who do not pay the by-law penalty within 7 days.

### **2. Handicapped Parking Areas**

For off-street handicapped areas the current Hamilton By-law penalty is \$50.00 and the set fine is \$75.00. The results of the survey indicate that the maximum penalty is in Halifax, Windsor and Mississauga (\$75.00), the median is \$50.00 and the survey average was \$53.00. Therefore, the current fine of \$50.00 is not out of line with other municipalities. However consideration could be given to raising the penalty from \$50.00 to \$70.00 and the suggested set fine would then be increased from \$75.00 to \$100.00

### **3. While conducting the survey, the Traffic Department has identified other inadequacies in the Hamilton By-law fine levels, and has the following report:**

#### **a) Parking Time Limits/Parking Meters**

The current Hamilton By-law penalty for signed parking time limits and parking meters is presently \$6.00 and the set fine is \$9.00. The survey has revealed that in the area of signed time limits Hamilton is the lowest of the 15 municipalities and Calgary is the highest at \$30.00. For parking meter violations Hamilton is 11th out

of 15 and Montreal is the highest at \$25.00. The median was \$10.00 for time limits and \$7.50 for meters and the averages were \$14.00 and \$10.00 respectively. In order to bring these violations into line with other municipalities, the Traffic Department recommends that the current by-law penalty be raised from \$6.00 to \$9.00 and the suggested set fine would then be increased from \$9.00 to \$14.00.

b) Unauthorized parking on private and municipality property

The current Hamilton By-law penalty is \$13.00 and the set fine is \$20.00. The survey results indicate that Winnipeg carries the maximum penalty for this violation at \$40.00, the median is \$15.00 and the average is \$17.00. Therefore, the Traffic Department recommends that the Hamilton By-law penalty be increased from \$13.00 to \$20.00, and the suggested set fine would then be increased from \$20.00 to \$30.00.

As previously noted, under Part II of the Provincial Offences Act, the motorist has an option of an extended payment period of up to 15 days and paying a set fine penalty out-of-Court. The set fines are approved by the Chief Judge for the Provincial Offences Court for Ontario, and are generally approximately 50 percent higher than the By-law penalty approved by the City Council. Thus, if the City Council decides to increase the By-law penalties it will be necessary to make an application to the Chief Judge for new set fines. However, a representative of the Ministry of the Attorney General's Office has advised that in recent months, the Chief Judge has not been dealing with applications by Municipalities for changes to set fines, presumably since the Provincial Offences Act has been in existence only approximately two years, and in the Judge's opinion changes may not be warranted at this time. Thus, if Hamilton's application is denied or not dealt with, the By-law fine levels recommended by the Traffic Department would still be below or equal to the set fines. The other complication is the length of time required to receive delivery of revised parking infraction notices (two to three months) after the details of the fine levels have been approved by the Municipality in the case of early payments and by the Chief Judge in the case of set fines. Thus, it is necessary to set a target date several months ahead in order to receive approval of the City Council, the Regional Council and the Chief Judge sequentially, and then to place an order for new parking infraction notices. For this reason, it is recommended that any approved amendments be for 1991 April 01 to provide a reasonable time frame for the necessary approvals.





10a.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 August 21

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

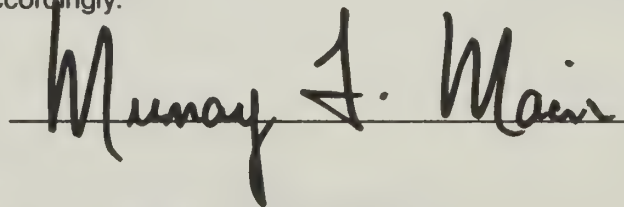
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Beland Court between Lucerne Avenue and the south end - Parking Regulations [TEC-203-90]

**RECOMMENDATION:**

- a) That the existing "No Parking" regulation on the west side of Beland Court be removed; and
- b) That the existing 154 foot "No Parking" regulation on the east side of Beland Court, south of Lucerne Avenue, be extended to the south end; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

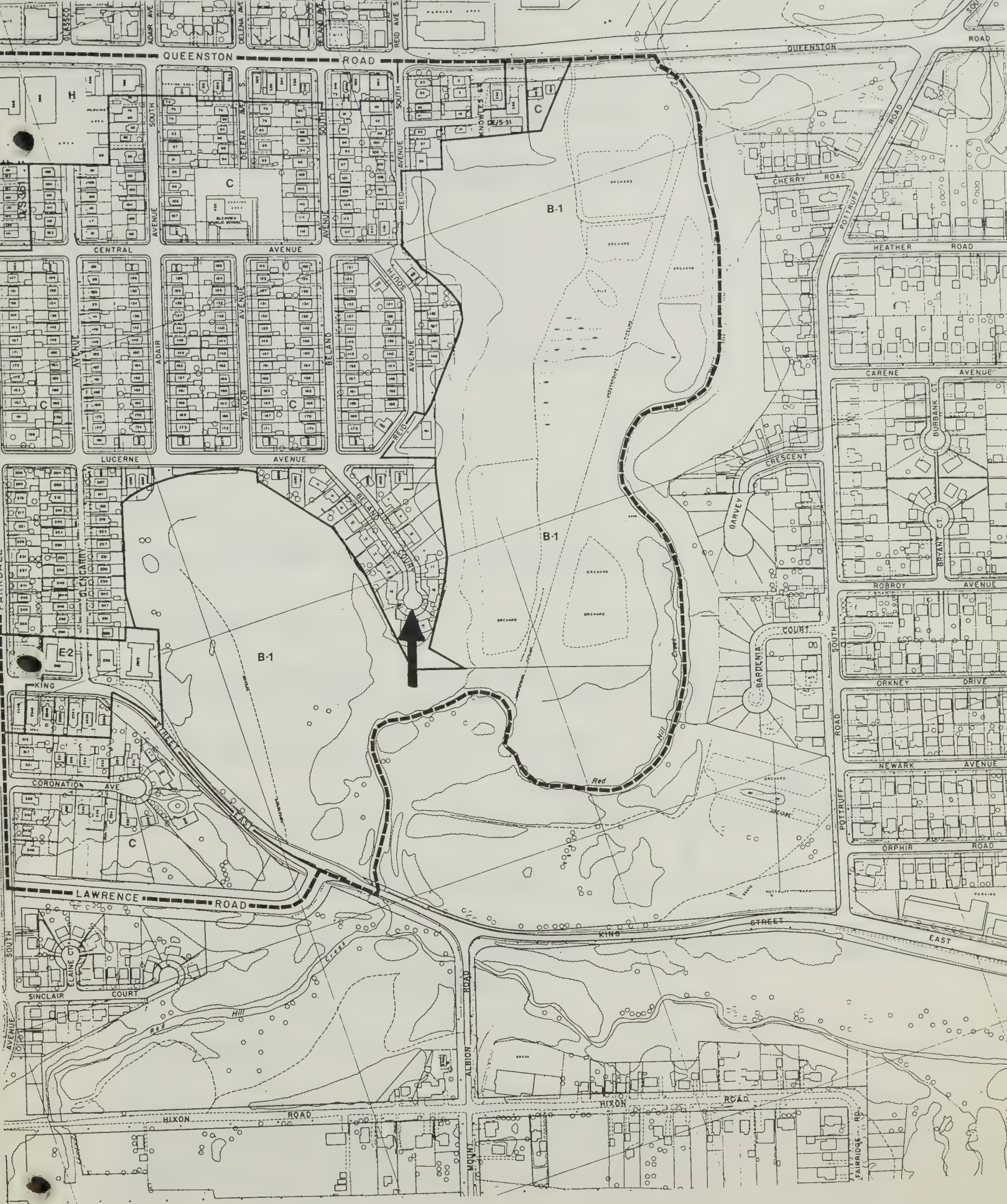
**BACKGROUND:**

The Traffic Department recently polled the residents of Beland Court to determine if a majority of the 16 residents would be in favour of removing the existing parking prohibition on the west side of the street and implementing a parking prohibition on the east side of the street from Lucerne to the south end.

Presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street except for a 154 foot "No Parking" regulation immediately south of Lucerne which was implemented as a result of a complaint by the abutting home owner who was concerned that parked vehicles would obstruct her front and rear walks. Following the erection of the signs, the Traffic Department received complaints from the residents across the street that they could not park on either side of the street in front of their property.

The results of the survey indicate that eleven residents are in favour of the requested regulation, two are opposed and three were not contacted. Therefore, since 69% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.







10b.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 September 7

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

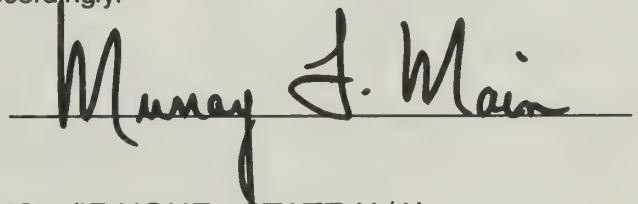
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Hess Street North between Napier Street and Peter Street - Parking Regulations [TEC-217-90]

**RECOMMENDATION:**

- a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Hess Street North between Napier Street and Peter Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

A handwritten signature in black ink, reading "Murray F. Main", is written over a horizontal line.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

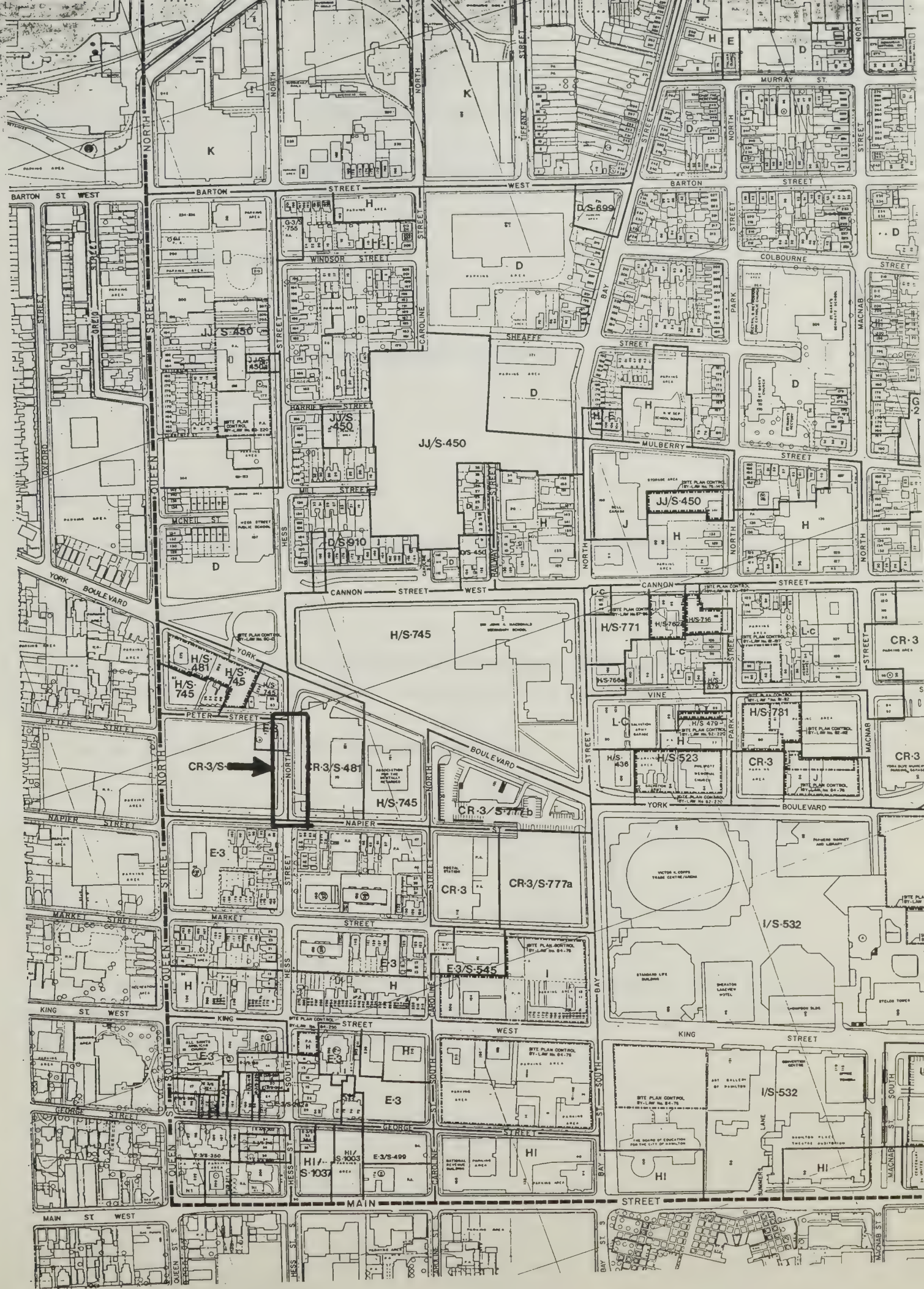
**BACKGROUND:**

Alderman Vince Agro has asked the Traffic Department to investigate the possibility of implementing a "Permit Parking" regulation on the west side of Hess between Napier and Peter to accommodate two or three parking spaces for the residents in the block to the south, since presently, all seven permits have been issued and there are three residents presently on a waiting list for permits.



The implementation of a "Permit Parking" regulation in the block between Napier and Peter, would not assist the residents in the block between Market and Napier since the Traffic By-law clearly specifies that residents may obtain parking permits only for the block in which they reside, and therefore, these residents would not be eligible for permits because they would not abut the regulation.

Notwithstanding, an investigation has revealed that there are seven legal on-street parking spaces on the west side of Hess between Napier and Peter abutting a Hamilton Parking Authority lot and a church. The implementation of a "Time Limit Parking" regulation would help the residents in the block to the south, since they could purchase time limit exemption permits at a cost of \$24.00 per year to exempt their vehicles from the signed parking time limit. Therefore, the Traffic Department recommends a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side of Hess between Napier and Peter. Alderman Vince Agro has verbally advised that he concurs with the recommendation.









10c.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 August 23

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

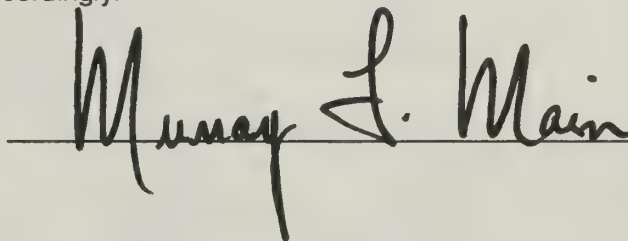
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Baillie Street between Augusta Street and the north end - Parking Regulations [TEC-209-90]

**RECOMMENDATION:**

- a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Baillie Street between Augusta Street and the north end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

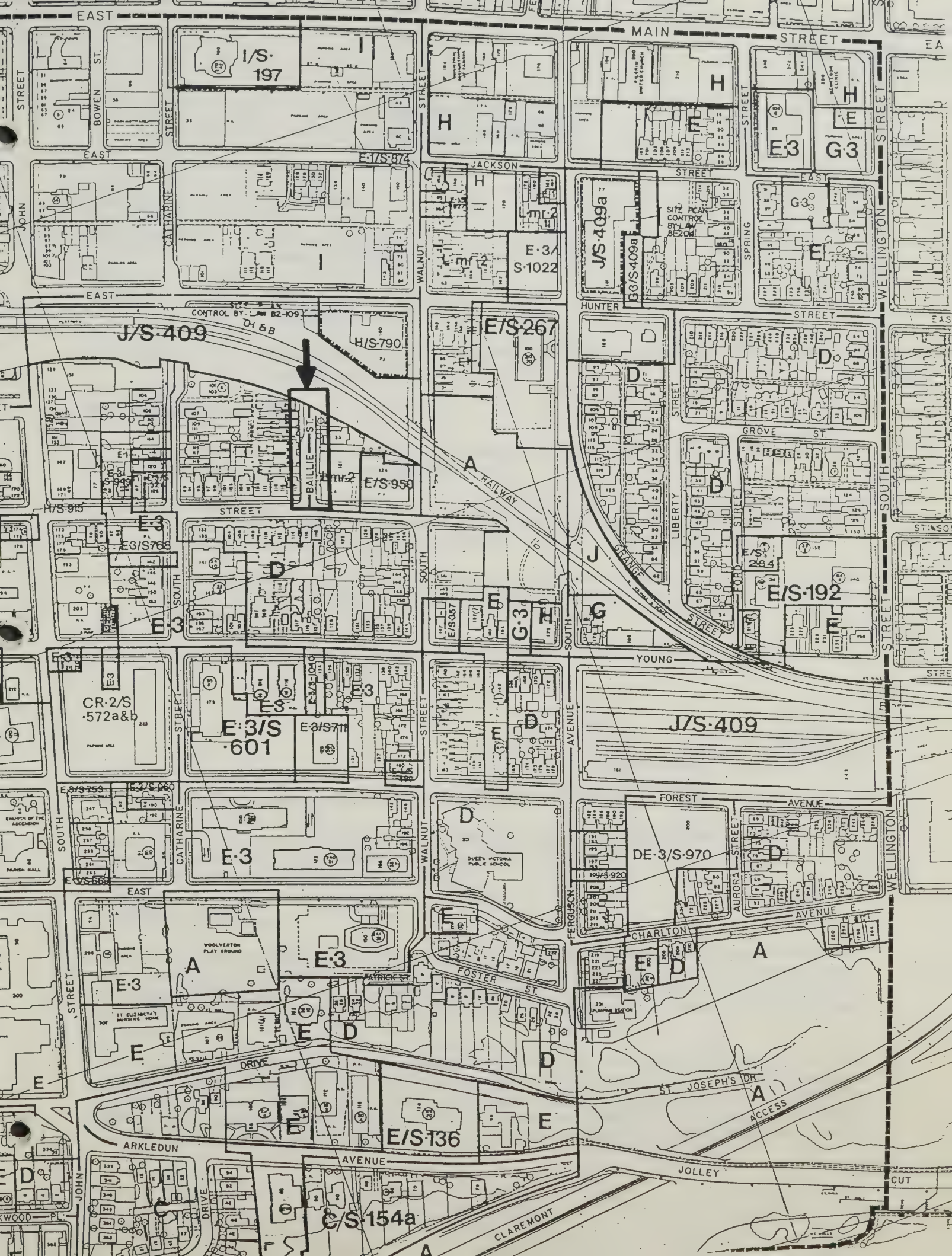
**BACKGROUND:**

The Traffic Department has received a petition signed by representatives of 9 of the 10 one, two and three family dwellings abutting Baillie between Augusta and the north end, requesting that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of the street. All nine residents who signed the petition are in favour of the requested regulation.

Baillie has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of area businesses. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per year to exempt their vehicles from the signed parking time limit. Therefore, since 90% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.









10d.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 August 24

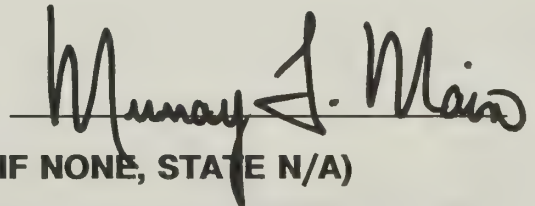
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Mars Avenue between Wentworth Street North and Cheever Street - parking regulations. (TEC-120-90)

**RECOMMENDATION:**

- a) That a "Permit Parking" regulation be implemented on the south side of Mars Avenue between Wentworth Street North and Cheever Street; and
- b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to eligible applicants residing in numbers 90, 94 and 100 Mars Avenue, and two parking permits to eligible applicants residing in numbers 84, 86, 88, 92, 96, and 98 Mars Avenue; and
- c) That in the future, if parking permits are available the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block on a first come first served basis, provided that the maximum of 19 permits is not exceeded; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for each parking permit will off-set the cost to some degree.

**BACKGROUND:**

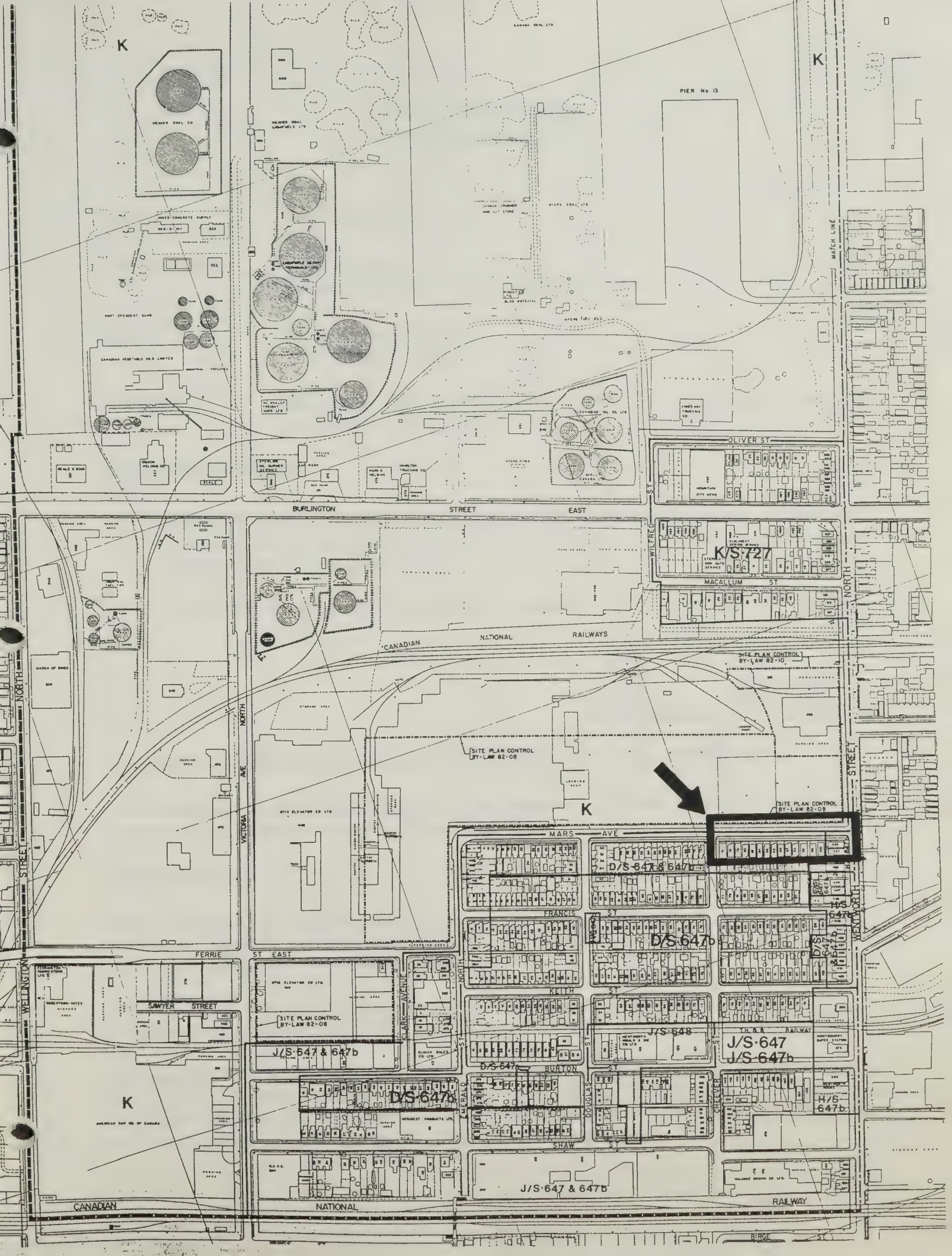
The Traffic Department has received a petition signed by representatives of 10 of the 14 one, two, and three family dwellings on Mars Avenue in the block between Wentworth Street North and Cheever Street, requesting that a "Permit Parking" regulation be implemented on this section of street. Presently, there is unrestricted parking on the south side of street and a "No Parking" regulation on the north side of the street in this area.

All ten residents are in favour of the proposed regulation. The Traffic Department has been able to contact an additional resident who did not sign the petition. This resident is opposed to the proposed regulation. However, Mrs. Dorothy Thompson, the resident who circulated the petition, has written on the petition sheet, that of the three remaining residents not polled, two residents had no opinion and the other residents home is presently vacant. It should also be noted that 74 Mars Avenue is an eight unit apartment

building with only two apartments occupied, of which neither resident has an automobile. The By-law states that only residents of one, two or three family dwellings are eligible for permits to exempt their vehicles from a "Permit Parking" regulation. In addition, this building is located on the south-east corner of Mars and Cheever, and residents of the building could park on Cheever if necessary.

An investigation has revealed that there is a total of 19 legal on-street parking spaces on the south side of the street in this area. The petition submitted originally requested 17 permits for the 10 residents on the street, such that only two permits would be available for the four remaining residents. Mrs. Thompson informed the Traffic Department that both she and her neighbour at 92 Mars Avenue would be willing to give up one permit each in order to provide additional permits for the residents who did not sign the petition. Thus, there would be a demand for 15 permits by the petitioners, and a total of 4 permits would be available for the 4 residents who did not sign the petition. Therefore, since 71 percent of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.







10e.

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 September 04

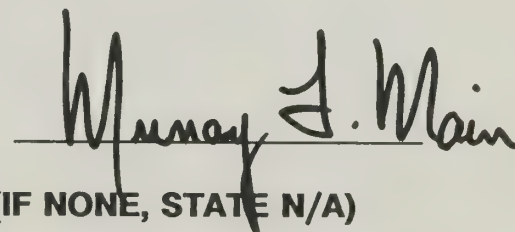
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** East side of East 14th Street, north of Howe Avenue - request for Wheelchair Loading Zone. (TEC-214-90)

**RECOMMENDATION:**

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m." regulation be implemented on the east side of East 14th Street commencing 30 feet north of Howe Avenue and extending to a point 28 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

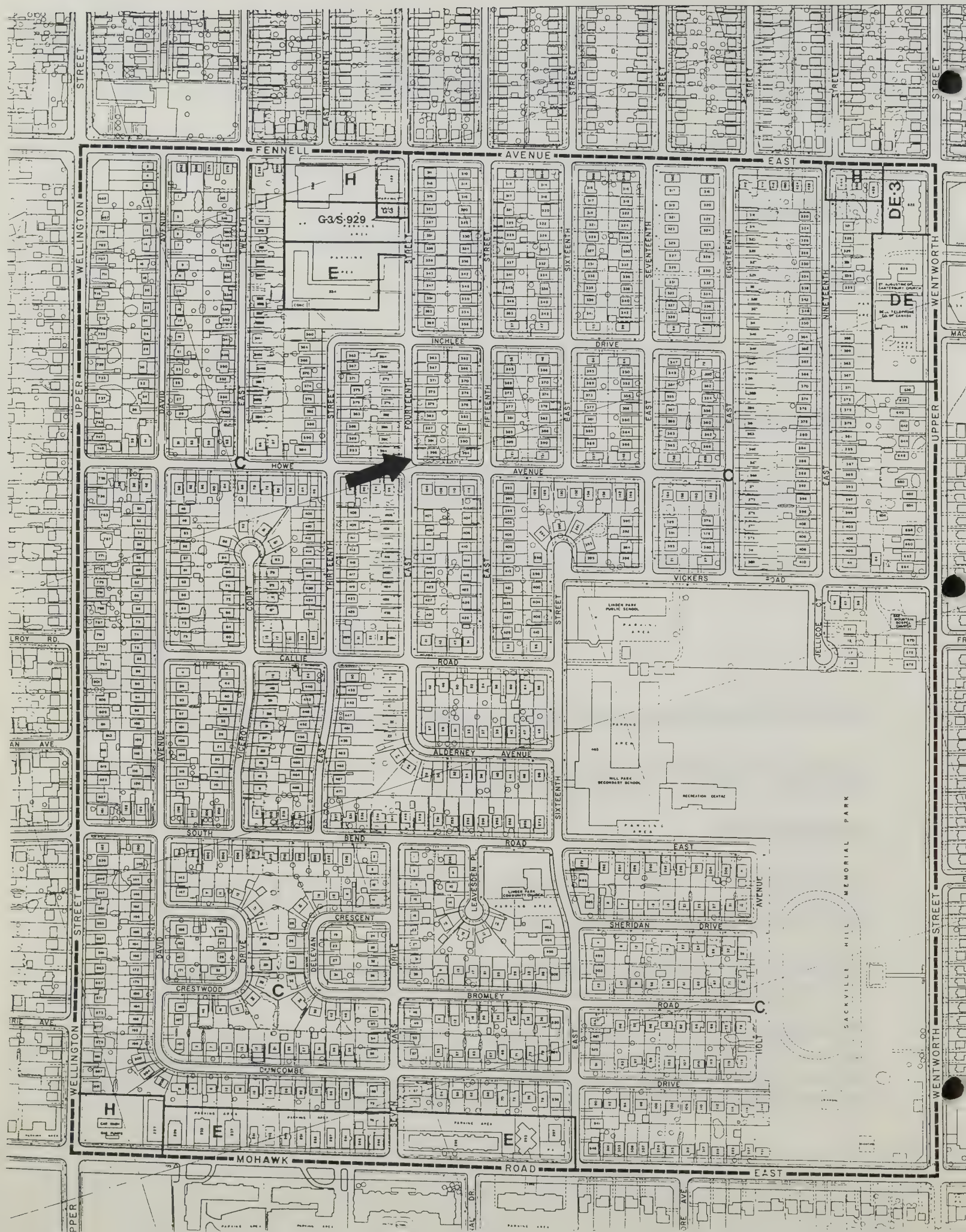
**BACKGROUND:**

The resident at 395 East 14th Street has requested that a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m." regulation be implemented on the east side of East 14th Street, in order to allow vehicles to load and unload directly in front of their property.

Presently, there is unrestricted free parking on both sides of East 14th Street in this area. However, in order to reserve a loading space directly in front of this property, the Traffic Department concurs with this request.

The requested "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m." regulation will result in the loss of only one on-street parking space during the day, directly in front of this home, and parking would still be permitted at all times on both sides of the remainder of the street. Therefore, the Traffic Department would not anticipate any parking problems resulting for other area residents.





10F

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 August 24

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

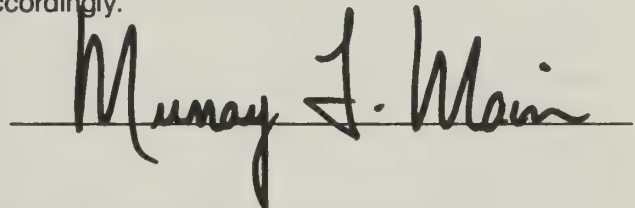
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

No. 70 Burton Street - Request for a Wheelchair Loading Zone [TEC-208-90]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only" regulation be implemented on the south side of Burton Street commencing at a point 79 feet east of Emerald Street North and extending to a point 25 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

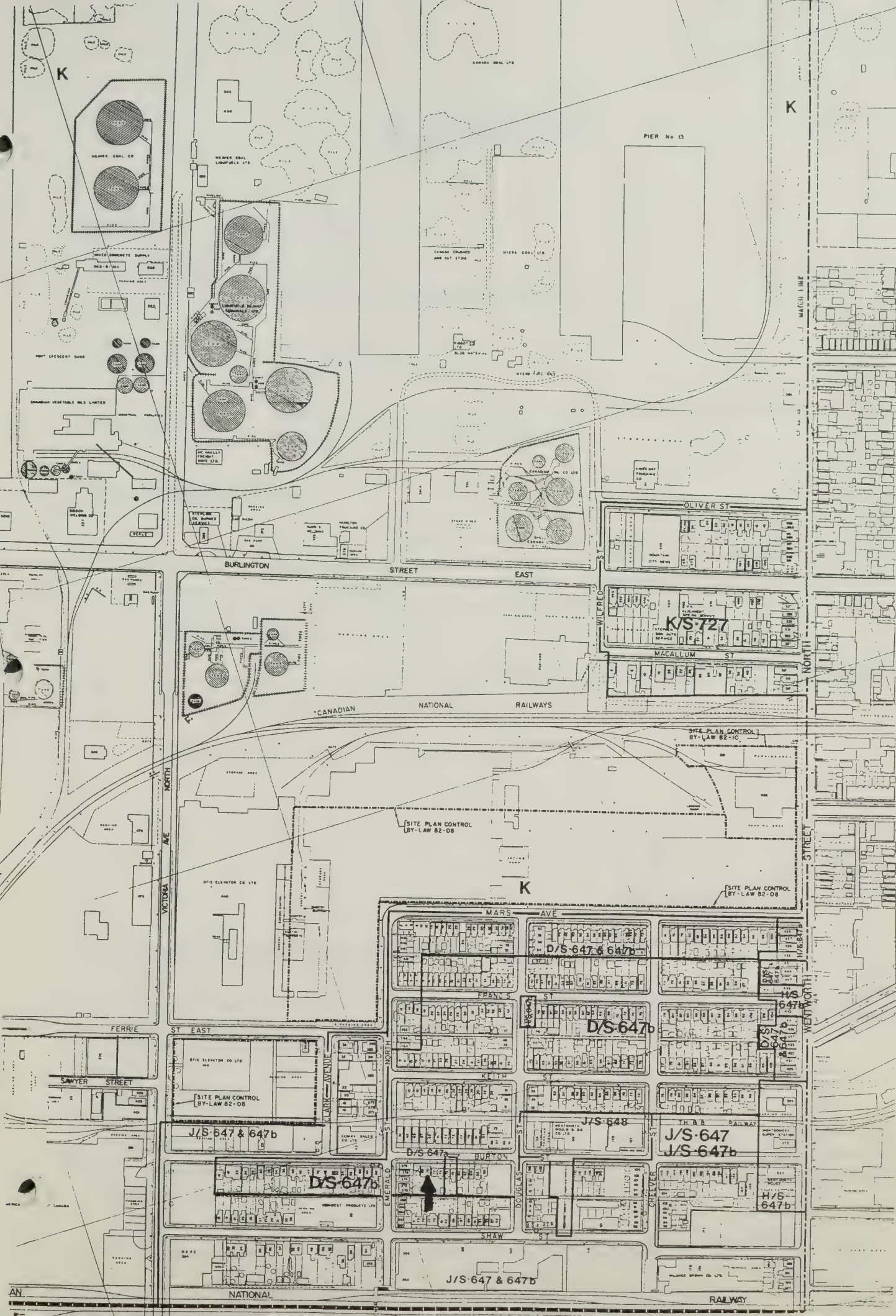
The Traffic Department has received a request from Mrs. McHale, 70 Burton Street, that a "No Stopping, Wheelchair Loading Only" regulation be implemented on the south side of Burton in front of her home in order to allow Darts vehicles to load and unload in front of her home.



Burton has a 24-foot pavement width, and presently, parking is prohibited on the north side and there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street in this area.

The implementation of the requested regulation would result in a loss of only one legal on street parking space. The resident to the east of Mrs. McHale has advised that she is opposed to having signs erected in front of her home. Thus, it will be necessary to erect the signs partially in front of the residential property to the west and this neighbour has advised that she has no objection to erecting the subject signs in front of her home. Therefore, the Traffic Department concurs with the request.







10g

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 September 04

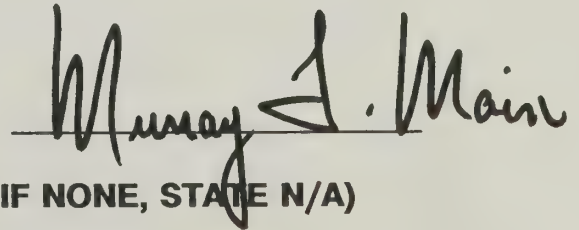
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** No. 116 Grosvenor Avenue North - request for a reserved permit parking space for a handicapped resident. (TEC-213-90)

**RECOMMENDATION:**

- a) That in combination with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the east side of Grosvenor Avenue North commencing 239 feet north of Dunsmure Road and extending to a point 19 feet northerly therefrom, and on the west side of Grosvenor Avenue North commencing 236 feet north of Dunsmure Road and extending to a point 23 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Pasquale Costantini, 116 Grosvenor Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available within the 1990 Traffic Department Operating Budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the parking permit will off-set the cost to some degree.

**BACKGROUND:**

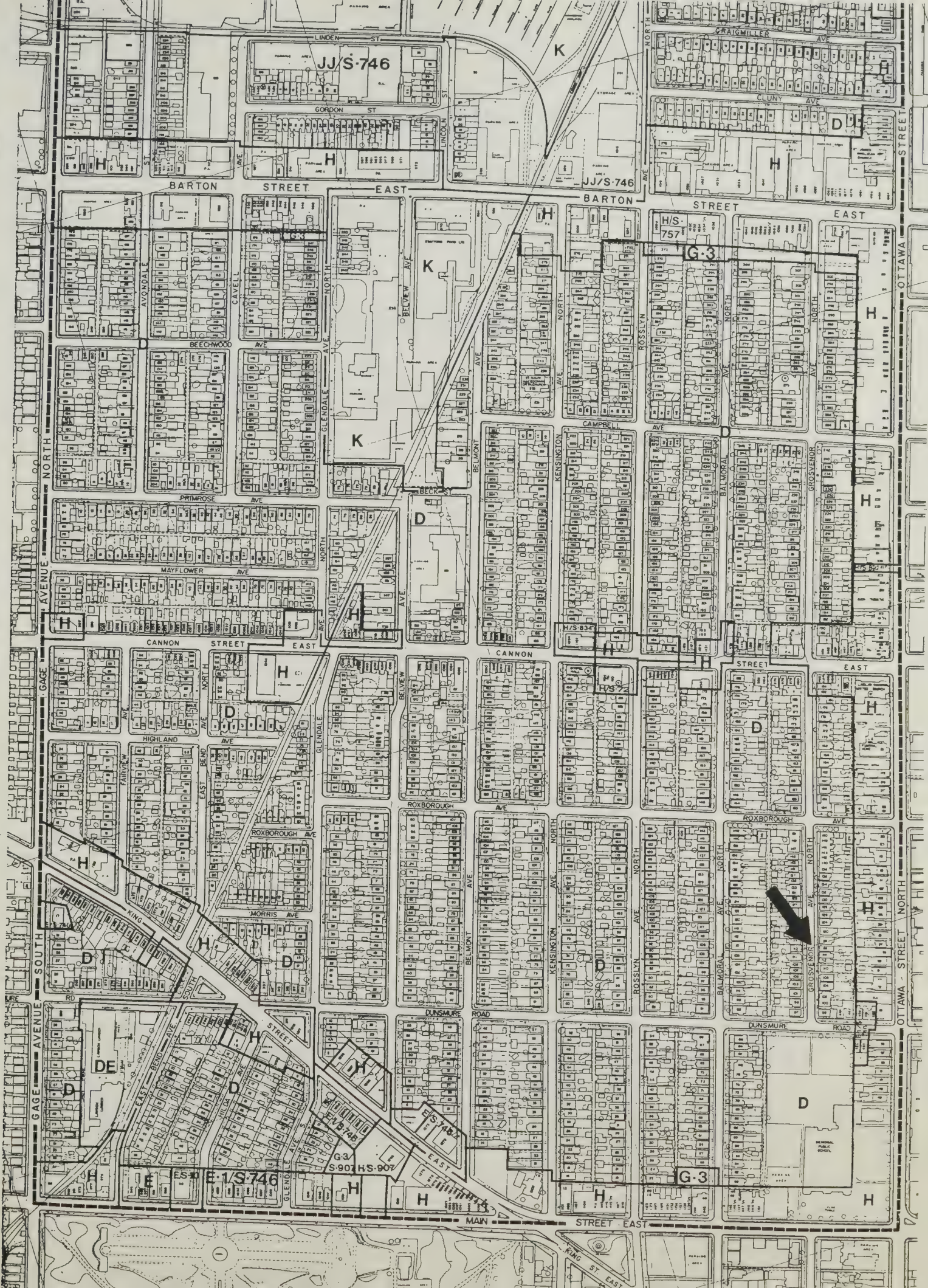
The Traffic Department has received a request from Mr. Pasquale Costantini, 116 Grosvenor Avenue North, that a reserved "Permit Parking" space be designated on the street in front of his home, since he has a serious heart problem and difficulty walking. Presently, there is an "Alternate Side Parking" regulation on



Grosvenor Avenue North in this area. The resident of 113 Grosvenor Avenue North, located directly across the street from 116 Grosvenor Avenue North, has written to the Traffic Department to advise that they have no objections to reserving the space in front of their home for Mr. Costantini.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserve "Permit Parking" spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Ministry of Transportation. The Ministry of Transportation has advised that Mr. Costantini possess's a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with this request.











10h.

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 August 21

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

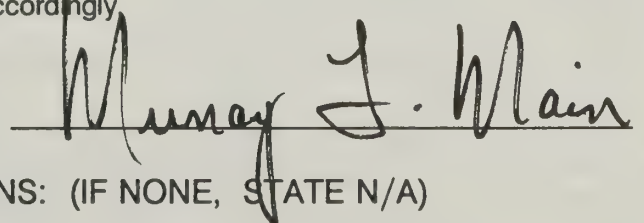
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

No. 68 Graham Avenue North - Relocation of an existing Reserved Permit Parking Space for a Handicapped Resident [TEC-205-90]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the north side of Dunsmure Road which commences 71 feet east of Graham Avenue North and extends to a point 20 feet easterly therefrom be relocated such that the regulation commences 51 feet east of Graham Avenue North and extends to a point 20 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

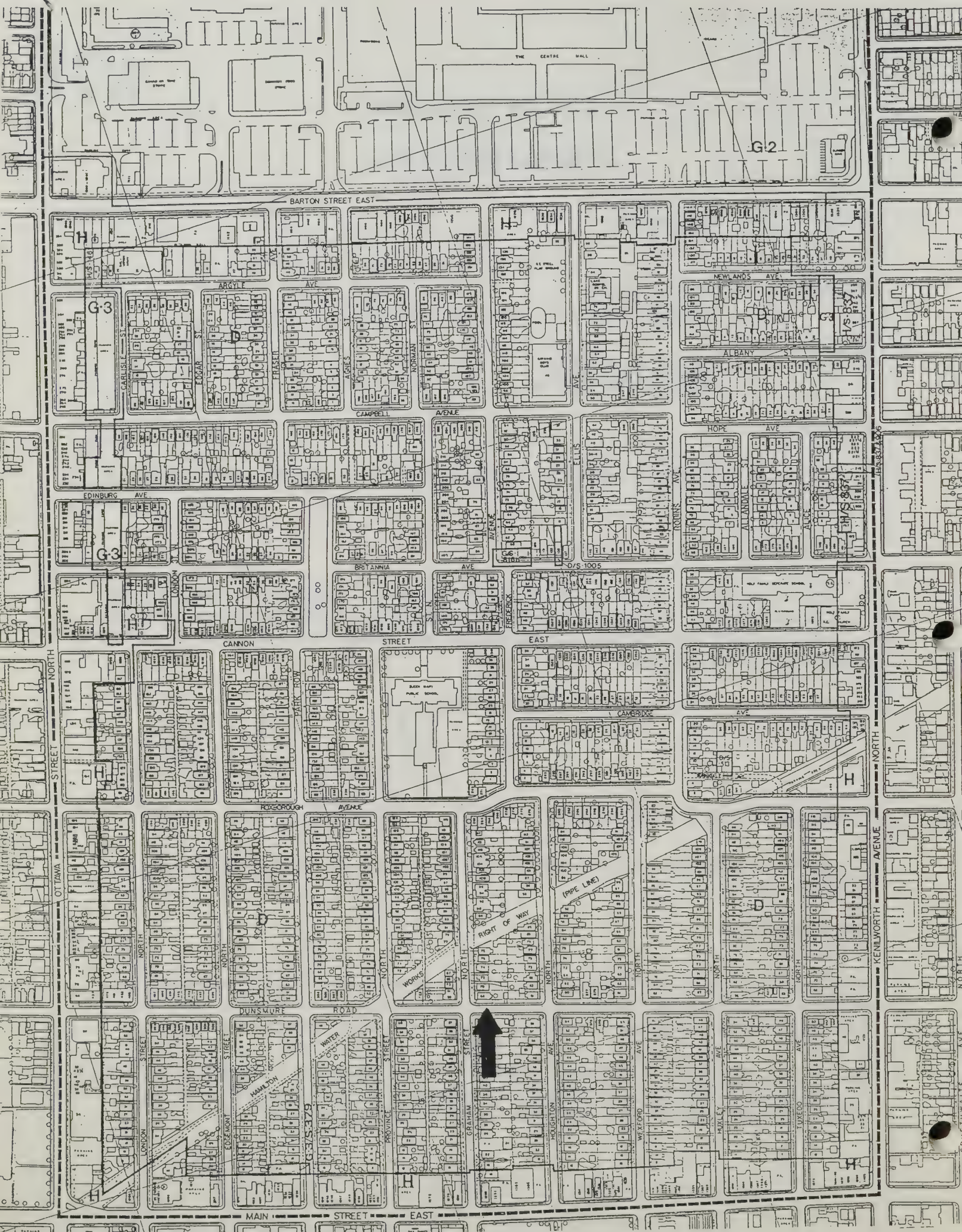
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

City Council at its meeting held 1990 May 29, approved a request from Mrs. Francis Pescatore, 68 Graham Avenue North, that a reserved "Permit Parking" space be designated on the north side of Dunsmure, east of Graham for her husband who is handicapped. The signs were erected on or about 1990 August 08.

Mrs. Pescatore has since contacted the Traffic Department requesting that the "Permit Parking" regulation be relocated closer to the front door rather than the rear door of her home as originally requested. The Traffic Department has reviewed this matter and has no objection to this request.







10;

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 August 10

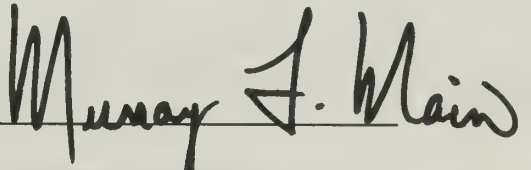
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** 32 Northgate Drive - driveway clearance (TEC-198-90)

**RECOMMENDATION:**

- a) That a parking prohibition be implemented on the west side of Northgate Drive commencing at the southerly limit and extending to a point 45 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

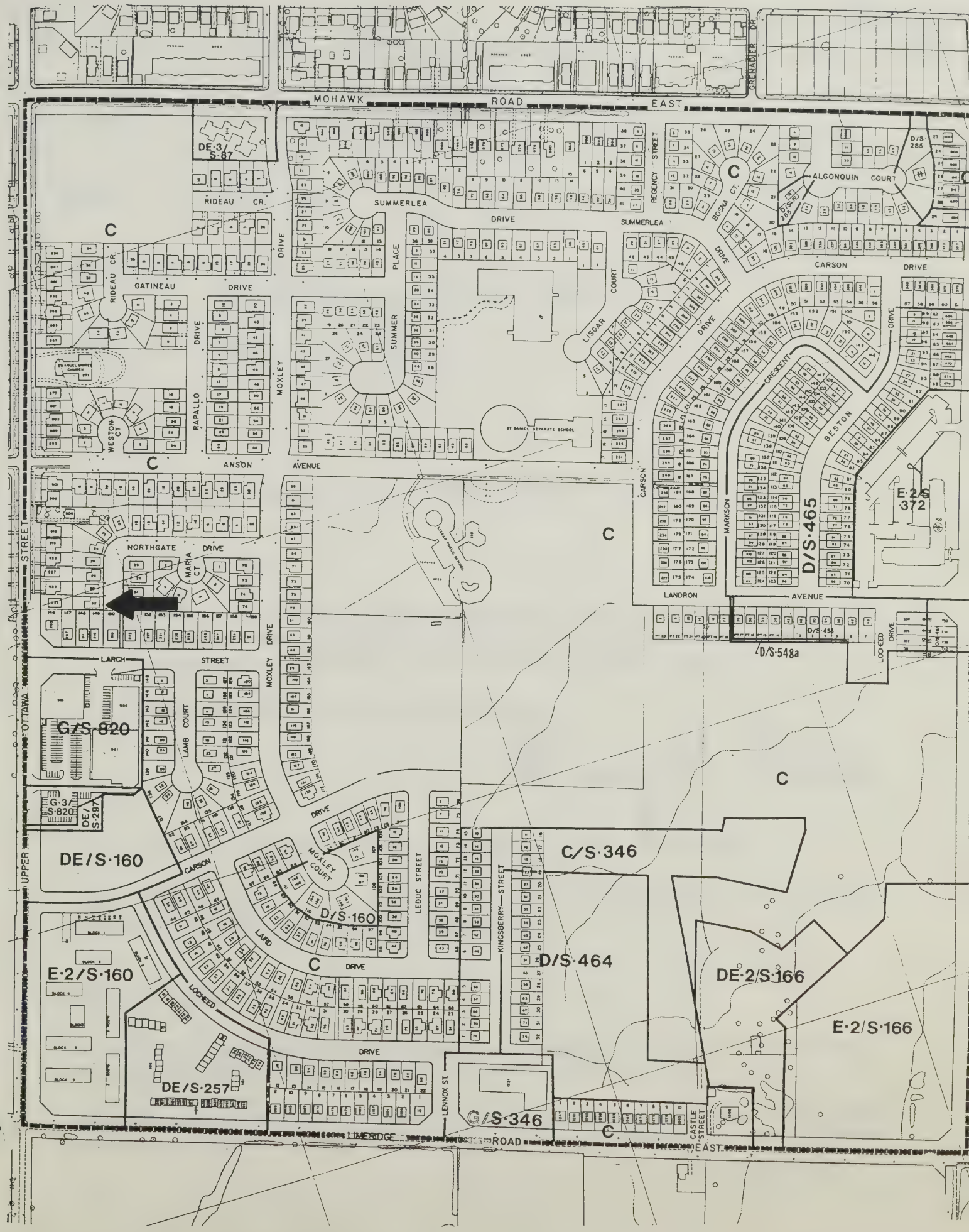
**BACKGROUND:**

Alderman John Smith recently asked the Traffic Department to investigate a request by Mr. Bucci, 32 Northgate Drive, that "No Parking" signs be erected across the frontage of his property in order to prevent vehicles from being parked too close to his driveway and obstructing driveway access. Presently, there is unrestricted parking on both sides of Northgate Drive in this immediate vicinity.

There is a general traffic By-law provision which prohibits stopping within 18 inches of any residential driveway whether "No Stopping" signs are in place or not. However, in this particular case, driveway access could be obstructed by parked vehicles in front of this property because the private driveway is located at the extreme southerly limit of Northgate Drive, and because of the narrow (28 foot) pavement width.



The implementation of this driveway clearance would result in a loss of only one legal parking space in front of Mr. Bucci's property. However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the block have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street. Therefore, the Traffic Department concurs with Mr. Bucci's request for "No Parking" signs across the frontage of his property.







11a

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 August 24

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

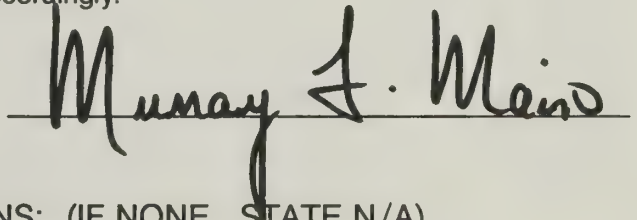
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Intersection of West 16th Street and Sanatorium Road - Intersection Control [TEC-210-90]

**RECOMMENDATION:**

- a) That the existing direction of stop control at the intersection of West 16th Street and Sanatorium Road be switched such that eastbound and westbound traffic on Sanatorium Road would be required to stop for northbound and southbound traffic on West 16th Street/Briarwood Crescent; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

Alderman Tom Murray has asked the Traffic Department to investigate the feasibility of implementing four-way stop control at the intersection of West 16th/Briarwood and Sanatorium.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on West 16th/Briarwood is required to stop for eastbound and westbound traffic on Sanatorium. Traffic Department

records indicate that there has been only one reported collision at this intersection in the past eight years. Thus, the intersection is operating safely.

The Traffic Department uses certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at the intersection of West 16th/Briarwood and Sanatorium.

Notwithstanding, there are no stop signs on Sanatorium between Garth and the east end of the street which is a distance of approximately 0.71 km (2325 ft). The Traffic Department would consider the intersection of West 16th and Sanatorium to be an ideal location for an east/west stop. Therefore, the Traffic Department recommends switching the direction of stop control such that eastbound and westbound traffic on Sanatorium would be required to stop for northbound and southbound traffic on West 16th/Briarwood.









116.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 September 5

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

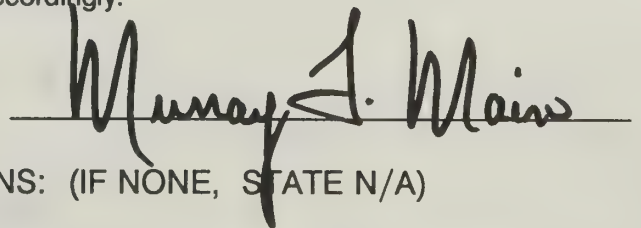
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Independence Drive and the east leg of Ironwood Crescent - Intersection Control  
[TEC-215-90]

RECOMMENDATION:

- a) That northbound traffic on the east leg of Ironwood Crescent be required to stop for eastbound and westbound traffic on Independence Crescent; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

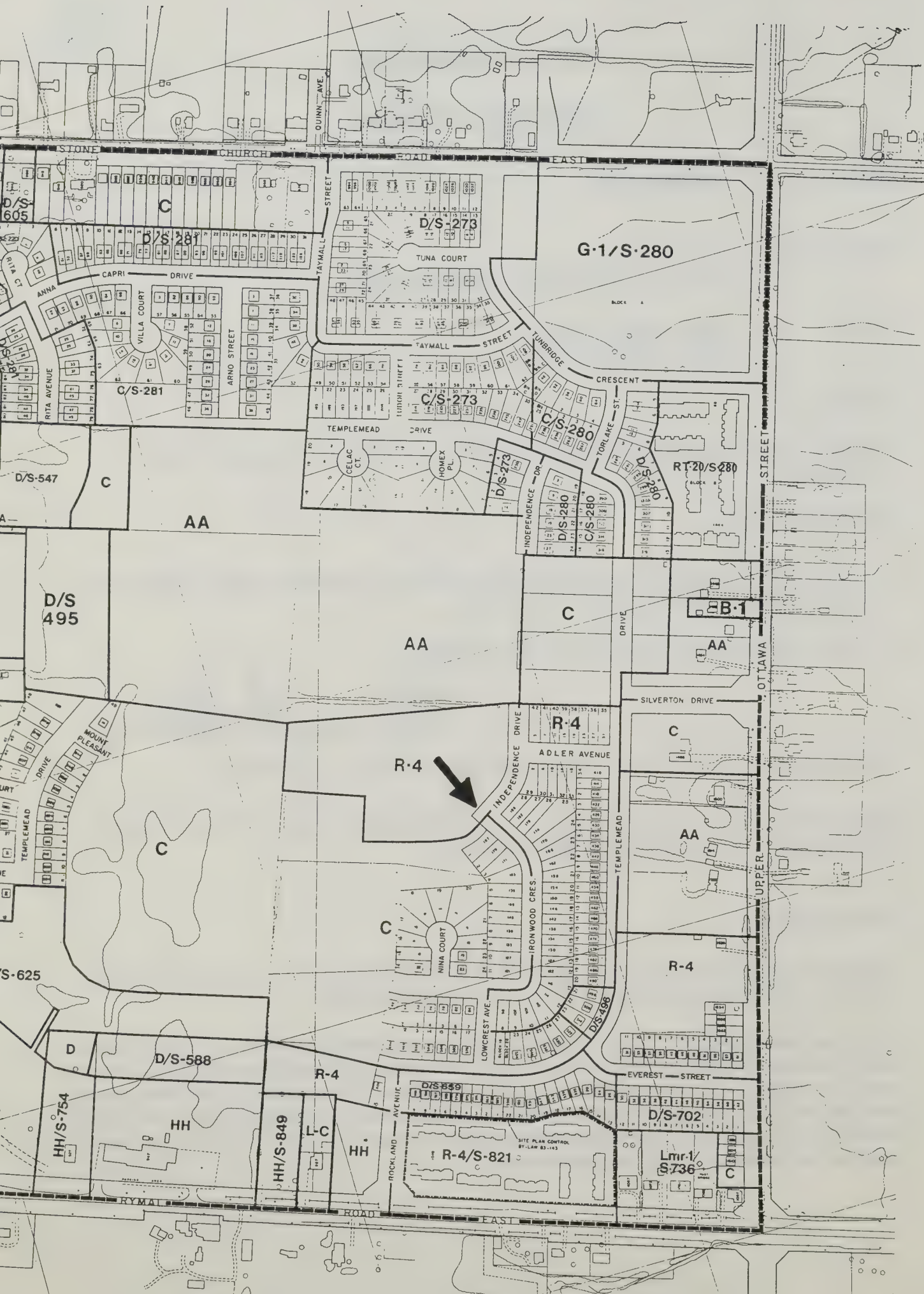
FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Dianna Esposto, 112 Independence Drive, that stop control be implemented at the intersection of Ironwood and Independence.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection since its recent construction. Thus, the intersection is operating safely. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Ironwood would be required to stop for eastbound and westbound traffic on Independence.





NO ACTION - T.E 89/07/17

12

FOR ACTION

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

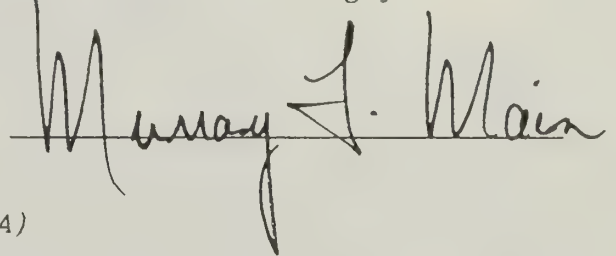
DATE: 1989 June 16  
COMM FILE: 3-9.4  
DEPT FILE: TEC-16-89

SUBJECT:

Intersection of East 23rd Street and Brucedale Avenue East - Intersection Control.

RECOMMENDATIONS:

- (a) That the direction of stop control be switched at the intersection of East 23rd Street and Brucedale Avenue East, such that eastbound and westbound traffic on Brucedale Avenue would be required to stop at East 23rd Street; and
- (b) That the City Traffic Bylaw 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of reversing the direction of stop control at this location.

BACKGROUND:

Alderman Henry Merling has forwarded to the Traffic Department a copy of a letter from Mr. William Tremblay, 525 Brucedale Avenue East, requesting that four-way stop control be implemented at the intersection of Brucedale Avenue East and East 23rd Street. Mr. Tremblay has expressed concern regarding the speed of traffic on Brucedale in this area, and Alderman Merling has asked the Traffic Department to investigate and report to the Transport and Environment Committee regarding this matter.

In September, 1986, Alderman John Gallagher forwarded a petition to the Traffic Department which was signed by 97 area residents, requesting that the direction of stop control be switched at the intersection of Brucedale and East 23rd from eastbound and westbound on Brucedale to northbound and southbound on East 23rd because of the speed of traffic on East 23rd Street. The Traffic Department reported that northbound and southbound traffic on East 23rd already stopped at

four out of the five intersections between Fennell and Concession (a distance of approximately 3200 feet) and that an additional stop for northbound and southbound traffic in this four block section of street would be over restrictive and unnecessary. Furthermore, the pattern of stopping traffic on Brucedale at every two or three blocks was ideal, and would be disrupted by switching the direction of stop control at East 23rd and Brucedale. Attached for the Committee's information, is a copy of report TEC-197-86 recommending that the direction of stop control not be switched at this intersection. Notwithstanding, the Committee and subsequently the City Council on 1986 September 30 approved a switch in the direction of stop control to northbound and southbound on East 23rd at Brucedale, and the direction of stop control was switched shortly thereafter.

After again reviewing the matter, the Traffic Department concludes that it would be appropriate to require that eastbound and westbound traffic on Brucedale stop at East 23rd, and that the present five stop locations in four blocks on East 23rd is over restrictive and unnecessary. There was an average of only .4 collisions per year at this intersection in the five years prior to the switch in direction of stop control, but the collision record has increased to an average of 1 collision per year following the switch. The intersection does not meet any of the Traffic Department criteria respecting the use of all-direction stop control at intersections. Therefore, the Traffic Department recommends that the direction of stop control again be switched such that eastbound and westbound traffic on Brucedale is required to stop at East 23rd.









FOR ACTION

13a

REPORT TO: Miss Tina Agnello  
Secretary, Transport and Environment Committee

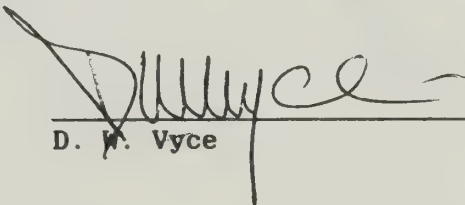
FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 August 14  
COMM FILE:  
DEPT FILE: (4504)

SUBJECT: Fence request - 201 Bay Street North

RECOMMENDATION:

That the request by Mr. Frank Vassallo of 201 Bay Street North for the City to erect a chain link fence through his rear property be denied.

  
D. W. Vyce

FINANCIAL IMPLICATIONS: N/A

BACKGROUND:

Alderman V. Agro requested this department to discuss the possibility of the City erecting a fence through the property owned by Mr. & Mrs. Frank Vassallo.

As indicated on the attached plan the City owns the abutting property to the north-west of 201 Bay Street North. The City does have a chain link fence on the boundary of our property.

Mr. Vassallo's property elevation drops down from Bay Street North at the point of his rear garden. Mr. Vassallo would like a chain link fence placed at the edge of his garden which would dissect his property leaving a "no mans land" between the fence and the City's property.

Firstly, in consulting with the legal department, the installation of this fence at this location does not come within the City's fence policy and secondly, if a fence was installed Mr. Vassallo would lose possession of the remaining lands to the City after a ten year period.

Transport & Environment Committee  
14 August 1990  
Page 2

This matter was dealt with by the Transport & Environment Committee on October 14, 1986 and at that time the recommendation was to deny the request for the fence.

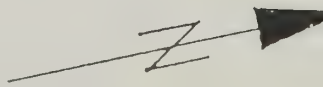
Attch.

c.c. Alderman V. Agro

Mrs. P. Noé Johnson, City Solicitor  
Attention: Mr. L. Farr

Mr. J. G. Pavelka, P. Eng., Director of Public Works





ABUTTING PRIVATE LANDS

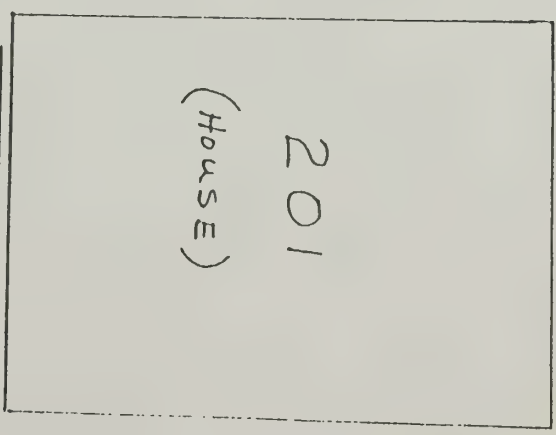
STEEP SLOPE  
(TREES IN THIS AREA)

LEVEL REAR YARD AREA

RAILWAY TIE RETAINING WALL

PROPOSED FENCE LOCATION

ABUTTING PRIVATE LANDS



201  
(House)

SCHEMATIC REPRESENTATION  
REAR YARD  
201 BAY STREET NORTH

(NOT TO SCALE)

BAY STREET NORTH

F O R   A C T I O N

FROM Department of Public Works DATE 1986 September 15  
TO Transport and Environment Committee Refer To File No. 86-3062  
Attention OF J.G. Pavelka  
Your File No. \_\_\_\_\_

SUBJECT

Request for Fence and Tree Trimming - 201 Bay Street North

RECOMMENDATION

In response to a request for a fence and tree trimming in the rear yard at 201 Bay Street North, it is recommended that no action be taken on this request.

*City Council  
17th R.T. & E.  
Item 18  
Oct. 14/86*

*J.G. Pavelka*  
J.G. PAVELKA, DIRECTOR

BACKGROUND

Alderman V. Agro has advised this Department of the request of Mr. Vassallo, 201 Bay Street North for the city to erect a fence on the level portion of Mr. Vassallo's rear yard immediately adjacent to the railway tie retaining wall.

The attached schematic plan shows that this retaining wall is entirely on Mr. Vassallo's lands. To confirm the private property limits, staff have arranged for a survey to be undertaken.

The City of Hamilton Fence Policy allows the city to cost share a boundary fence between "active" City lands and abutting private lands. Note that the policy requires the proposed fence to be a boundary fence -- which this is not.

Similarly, the City will not do tree trimming work on private lands -- primarily for liability reasons.

Accordingly, our recommendations must be to take no action on these requests.



CITY COUNCIL  
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

AUG 14 1990

M E M O R A N D U M

TO: Ms. Tina Agnello  
Secretary  
Transport & Environment Committee

FROM: Alderman Vince Agro  
Ward 2

DATE: August 14, 1990

SUBJECT: Fence at Rear of 210 Bay Street North

Please place the enclosed correspondence on the agenda of the next Transport and Environment Committee meeting.

Thank you for your cooperation in this matter.

:dp  
Encl.



# OFFICE OF THE CITY SOLICITOR

## Memorandum

\*\*\*\*\*

TO: Mr. D. W. Vyce  
Director of Property  
Attention: Mr. M Watson

FROM: Lorne E. Farr  
Assistant City Solicitor

OUR FILE: 60-3/90.1

RE: Fence at Rear of 210 Bay St. North  
PHONE: 546-4685  
DATE: 8 August 1990

I have received your memo on the request by the owner of 210 Bay Street North to have the City share the cost of a new fence at this location. Your memo states the new fence, if built would not be on the actual boundary line, but would be ten feet from the boundary which is where the existing fence is located. From the diagram attached to your memo, I believe the existing fence is not encroaching on the City land, but encroaches 10 feet on the owner of 210 Bay Street North's land.

City Council on November 12, 1974 in adopting Item 8 of the Board of Control, established a fence policy. If the City occupies land abutting an existing fence and the fence has existed for 10 years or more the City will pay the one-half of the cost of new 4 foot chain fence. The City, however, will not pay for fences abutting ravines, road allowances or undeveloped lands, as this does not meet the definition the Board of Control used for "occupied land".

From your memo, it appears that the City land may be in a ravine. If the City land is ravine land then the City policy would indicate the City would not contribute for this fence. I suggest your Department view the area in question to determine whether the City land is a ravine. If your Department believes the City land is not ravine land or one of the other excepted types of land, then the City policy would allow the City to pay for one-half of the fence on the existing location if that fence had been there for 10 years or more.

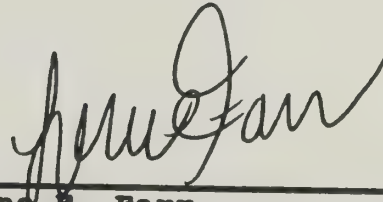
Property Department  
Real Estate Division

.../2

Date Aug 9/90

File No.	Inf.	Act
Director		
<input checked="" type="checkbox"/> Manager		
Chief Appraiser		
Architect Div.		
Prop. Maint. Div.		
Secretary		

For your information there is a City By-law 79-175, on Division Fences. If a fence is a true boundary fence as defined in the By-law, each owner must contribute to the cost of the fence. The City, however, exempted from this By-law.



---

Lorne E. Farr  
Assistant City Solicitor

LEF:bj

c.c. Mr. P. Hooker  
Manager Legal Services

c.c. Alderman V. Agro  
Ward 2





13b.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 September 10

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

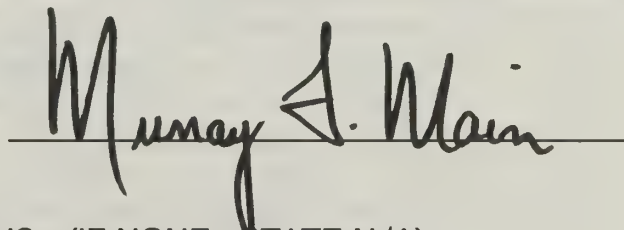
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersections of Bay and Macauley and Bay and Picton - Intersection Control [TEC-219-90]

RECOMMENDATION:

That no action be taken on the requests for all-way stop control at the intersections of Bay and Macauley and Bay and Picton.

A handwritten signature in black ink, reading "Murray F. Main", is written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Additional stop signs on Bay Street would result in additional motor vehicle operating costs in the order of \$50,000 annually for each intersection.

BACKGROUND:

Alderman Vince Agro has asked the Traffic Department to report to the Transport and Environment Committee respecting the feasibility of implementing all-way stop control at the intersections of Bay and Macauley and Bay and Picton. The Traffic Department has the following report:

1. Intersection of Bay and Macauley

The subject intersection is a "T" type intersection, and presently, westbound traffic on Macauley is required to stop for northbound and southbound traffic on Bay. Traffic Department records indicate

that there have been no reported collisions at this intersection in the past eight years. Thus, three-way stop control could not improve upon this perfect collision record.

Presently, there is all-way stop control at four of the seven intersections on Bay between Stuart and Burlington and the Traffic Department would consider an additional all-way stop on this 0.64 km (2083 foot) stretch of roadway to be over-restrictive and unnecessary. The closest stops are at Burlington and Ferrie which are only 225 feet and 750 feet away from Macauley respectively.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests of this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. In this particular case, the erection of stop signs on Bay at Macauley could lead to a more serious condition, if pedestrians crossing the street expect the motorist to stop, and the motorist, for whatever reason, fails to stop for the stop sign.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Bay and Macauley.

## **2. Intersection of Bay and Picton**

The subject intersection is a "T" type intersection, and presently, westbound traffic on Picton is required to stop for northbound and southbound traffic on Bay. Traffic Department records indicate that there has been only one reported at this intersection in the past eight years. Thus, the intersection is operating safely.

Using the criteria stated earlier, the Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time.







13c.

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. 'S. SPENCER  
COMMISSIONER OF ENGINEERING

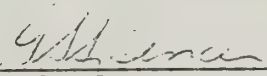
DATE: 1988 July 8  
COMM FILE: 3.11.2  
DEPT FILE: E560-20  
I.D. 0010D(49)

SUBJECT

Request for Underground Wiring to be Undertaken as a Local Improvement, Ravenscliffe Avenue from Aberdeen Avenue to the South End.

RECOMMENDATION

That no action be taken on the request to install underground wiring as a local improvement on Ravenscliffe Avenue from Aberdeen Avenue to the South End.

  
\_\_\_\_\_  
G. S. Spencer  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

A request for underground wiring and decorative lighting on Ravenscliffe Avenue was considered by your Committee at a special meeting on July 28, 1987, The following resolution was subsequently approved by Council as Item 48 of the 11th Report of your Committee:

- a) That the Commissioner of Engineering be authorized and directed to request Hamilton Hydro-Electric System to install underground conduit, transformer vaults and drains as required to provide underground electrical services on Ravenscliffe Avenue from Aberdeen Avenue to the south end of the street at an estimated cost of approximately \$8,000.
- b) That the Executive Committee be requested to recommend the method of financing this additional expenditure.
- c) That staff be directed to investigate the feasibility of a cost-shared underground electrical service on Ravenscliffe Avenue on the following basis:

1/3 Hydro (H.H.E.S.)  
1/3 City of Hamilton  
1/3 Residents on Ravenscliffe.

Cont'd...

Cont'd...

- d) That staff investigate the existing policy whereby homeowners are responsible for the cost of the underground service from their house to the streetline with a view to rescinding the policy.

Hamilton Hydro completed a preliminary design in August 1987 for the installation of underground hydro services on Ravenscliffe Avenue. There are twenty-seven homes on the street. Ten of these homes presently have electrical power fed to their homes from a rear yard pole line. Therefore, it will not be necessary to alter this service.

The preliminary estimates (1987 prices) provided by Hamilton Hydro are as follows:

a) Hydro Plant

Installation of costs	\$17,815.00
Removal of existing plant	10,000.00
Restoration of Sidewalks, Driveways, Landscaping, etc.	<u>25,000.00</u>
	<u>\$52,815.00</u>

b) Modification to Privately-Owned Services

This item includes the installation of an underground meter socket and a two-inch conduit on private property from the house to the property line. Hamilton Hydro will install the service wire in the conduit. The homeowner will be responsible for all trenching costs and landscaping restoration costs. This will apply only to municipal numbers 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 38, 40 and 44.

These costs may vary between \$800.00 and \$4,000.00 or more per home, depending on existing landscaping features.

c) Streetlighting

16 Traditionnaire units @ \$2,000.00 each	\$32,000.00
Exclusive streetlight, trench and landscape repair near Municipal Number 23	<u>3,000.00</u>
	\$35,000.00
Deduct cost of standard streetlighting	<u>\$12,000.00</u>
	<u>\$23,000.00</u>

Hamilton Hydro indicated they were not willing to cost-share in the underground wiring proposal. A meeting was held on December 14, 1987 with several residents, Engineering Department staff, Hamilton Hydro and the Ward Aldermen present. As a result of this meeting, the

Cont'd...



- Page 3 -  
July 8, 1988

Cont'd...

residents requested the City to consider installing the underground wiring as a local improvement.

We have requested the City Solicitor's Department to determine if this work may be undertaken as a local improvement. They have advised that it may be undertaken as a local improvement; however, the cost must be wholly assumed by the City.

#### CONCLUSIONS

Since Hamilton Hydro is not willing to cost share in the proposed works and the current policy (Item 17 of the 5th Report of your Committee approved by Council on March 27, 1984) states that electrical services should be placed underground along those streets where either Hamilton Hydro or Bell Canada find it mutually beneficial to relocate to underground, we recommend that no action be taken on this request.

RPM:cab.

*RPM*

c.c. Alderman W. McCulloch  
c.c. L. Lawrence, City Solicitor's Department  
Your files 110-0.17 and 60-13.2

Proposed Construction  
of a Finished Roadway  
- Greenhill Avenue  
between National  
Drive and Summercrest  
Drive

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Construction of a Finished Roadway Curbs and Sidewalks on Greenhill Avenue between National Drive and Summercrest Drive:

- (a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of a finished roadway, curbs and sidewalks on Greenhill Avenue between National Drive and Summercrest Drive be proceeded with at an estimated gross cost of \$860 000 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38002;
- (b) That the Treasurer be requested to recommend to the Executive Committee, the amount and source of funds to be provided for this Capital Project; and
- (c) That the Commissioner of Engineering be authorized and directed to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

Local Improvement  
- Ravenscliffe Avenue  
from Aberdeen Avenue  
to the South end  
TABLED

An item respecting a request for Underground Wiring to be undertaken as a Local Improvement, on Ravenscliffe Avenue from Aberdeen Avenue to the south End was tabled at the request of Alderman Agro to be brought back to the Committee at future meeting.

Relocate Hydro Pole  
- 20 Tracey Place  
Motion Lost

Mrs. Nester of 20 Tracey Place appeared before the Committee with respect to a request to have the City pay the cost of \$1 000 to relocate a hydro pole in front of her property at 20 Tracey Place. After some discussion it was moved by Alderman Agostino seconded by the Mayor that the cost of relocating the Hydro Pole be paid by the City of Hamilton. This motion was lost.

No further action was taken.

Annual Overload Permit  
for Dofasco Inc.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Annual Overload Permit for Dofasco Inc.:

- (a) That in accordance with By-law 66-100, Dofasco Inc. be given an annual overload permit for the year 1988 for one single-unit truck for a total fee of \$1 717.82.
- (b) That this fee of \$1 717.82 be credited to City Account No. 0310-0121.

Metal Recovery  
Industries Inc. Waste  
Disposal Site at  
Strathearne Avenue  
North

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Metal Recovery Industries Inc. Waste Disposal Site at Strathearne Avenue North:

- (a) That the local branch of the Ministry of the Environment be informed that the City of Hamilton has no objections to the amendments requested for the Certificate of Approval No. A130119, issued to Metal Recovery Industries Inc., to permit the company to modify the waste tin/lead stripper solution process to recover fluorides as calcium fluoride, provided that the changes are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.
- (b) That on the basis that the application is for a minor modification to the existing process, it is felt that a public hearing is not necessary.



CITY COUNCIL

Brian Hinkley Alderman Ward Three

14a.

Finance & Administration  
Committee  
-Chairman

Keep Hamilton  
Clean Committee  
-Chairman

Seniors Centre  
Feasibility Study  
-Chairman

Harbour Task  
Force  
-Chairman

Handbill  
Sub-Committee  
-Chairman

Hamilton Municipal  
Retirement Fund  
-Chairman

Hamilton Seniors  
Council  
-Liaison

Parks & Recreation  
Committee  
-Member

Hamilton Non-Profit  
Housing  
-Member

Regional Engineering  
Committee  
-Member

Regional Economic  
& Planning Committee  
-Member

Chairman's Environmental  
Advisory Committee  
-Member

Hamilton-Wentworth  
Children's Aid Society  
-Member

SEP - 6 1990

September 4, 1990.

Secretary,  
Transport and Environment Committee.

Attention: Miss Tina Agnello

Dear Tina:

Please place, on the next Agenda of the Transport and Environment Committee, myself as a delegation.

I would like to discuss with the Committee a modification to the 'Permit Parking' regulations.

Your co-operation and assistance is very much appreciated.

Yours truly,

Brian Hinkley,  
Alderman, Ward 3.

BH:dd

c.c. Mrs. A. Tessaro, 95 Princess Street, Hamilton, Ontario.  
L8L 3L1.



Recycled Paper





14b

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 September 10

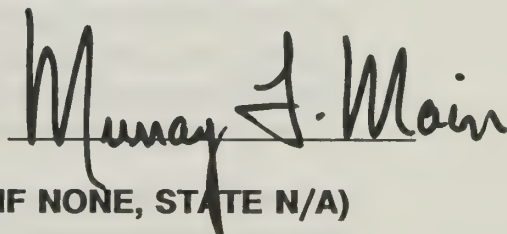
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersection of Cheever Street and Birge Avenue - intersection control. (TEC-218-90)

**RECOMMENDATION:**

That no action be taken regarding the request for three-way stop control at either the north or south-legs of the intersections of Cheever Street and Birge Avenue.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

The Highway Traffic Act for Ontario does not provide for the erection of stop signs at non-intersection locations such as the 90° turn in the roadway where Cheever meets the north-leg of Birge. Therefore, the municipality could be liable for any damages associated with the erection of stop signs at locations such as the north-leg of Cheever and Birge.

The installation of additional stop signs on the south-leg of Cheever at Birge would result in additional motor vehicle operating costs in the order of \$10,000 annually.

**BACKGROUND:**

Alderman Brian Hinkley has asked the Traffic Department to report to the Transport and Environment Committee respecting the feasibility of implementing three-way stop control on Cheever Street at the north and south-legs of Birge Avenue. Alderman Hinkley has received a petition signed by 33 area residents requesting that three-way stop control be implemented at these intersections. The Traffic Department has investigated this request, and has the following report:

1. Intersection of Cheever and Birge (south-leg)

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Birge is required to stop for northbound and southbound traffic on Cheever. Traffic Department records indicate that there have been three reported collisions at this intersection in the past years and two of these collisions involved parked cars. The third collision involved an impaired motorist. Three-way stop control would not have prevented any of these collisions.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop at what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic Engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. Therefore, the erection of stop signs on Cheever at Birge could lead to a more serious condition, if pedestrians crossing the street expect the motorist to stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department utilizes certain criteria to determine when all direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of the school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Cheever and Birge (south-leg) at this time.

## 2. Birge Avenue (north-leg) at Cheever Street

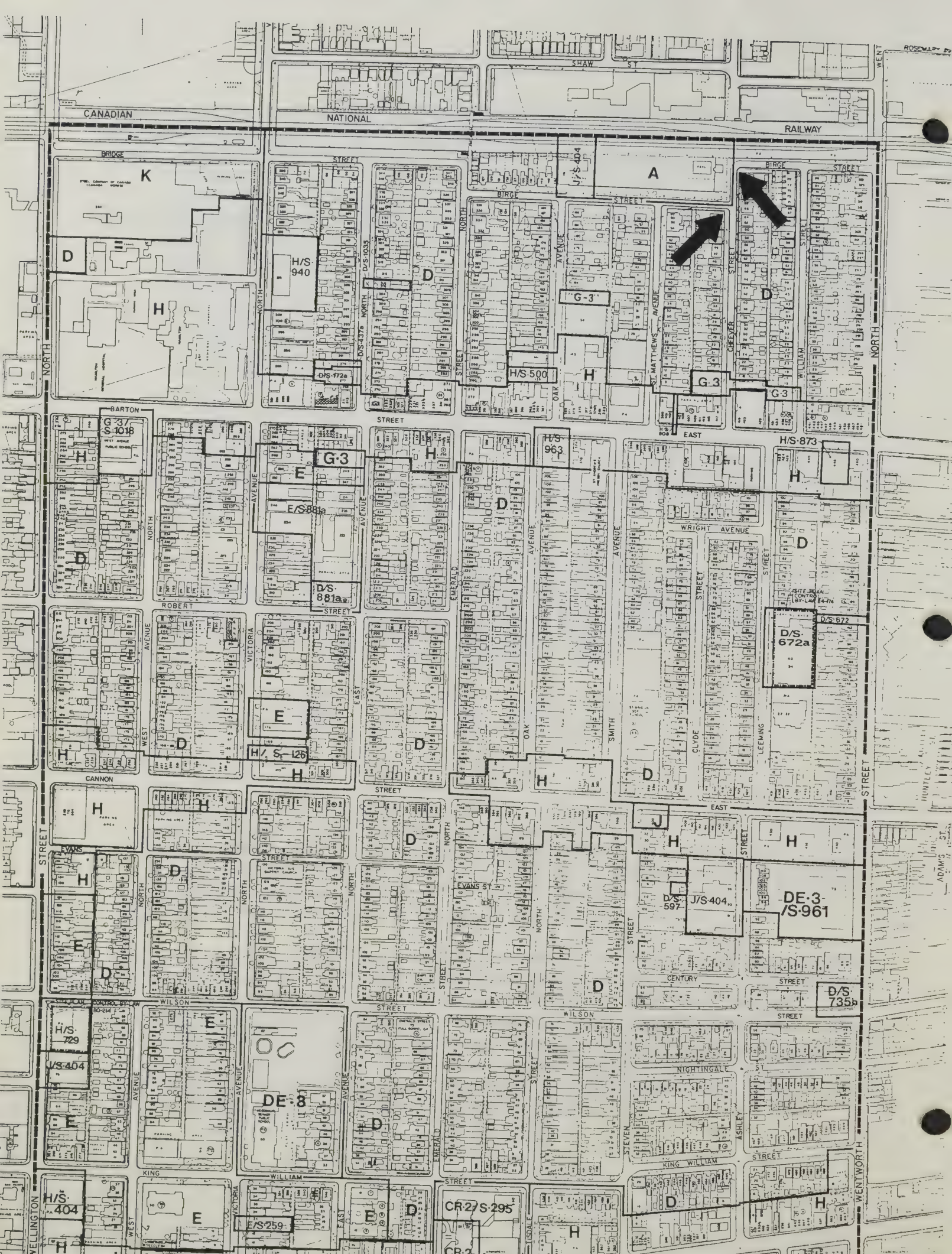
The erection of stop signs at this 90° turn in the roadway would be inappropriate, since the purpose of the stop sign is to control the right-of-way at an intersection, and this is not an intersection and has no conflicting vehicular movements. There are literally hundreds of 90° turns on local residential streets in the City, and the use of stop signs at such locations, where the motorists does not expect to have to stop, could lead to a more serious condition, when pedestrians crossing the street expect the motorist to stop, and the motorist fails to stop for the stop signs.

As a result of a previous request for stop signs on a turn in the roadway, the City Solicitor reviewed the relevant section of the Highway Traffic Act which indicates that stop signs may be erected at intersections, and has expressed the opinion that the Highway Traffic Act provides the authority to erect stop signs only at intersections and that Municipalities are prohibited from erecting stop signs at other locations. Furthermore, the Ministry of Transportation legal branch has advised that the Highway Traffic Act does not provide for the erection of stop signs at any locations other than an intersection of two public highways, and that the Municipality could be liable for any damages associated with the erection of stop signs at such a location.



Stop signs previously existed at one 90° turn in the City. However, these signs were removed at the direction of the City Council, upon receipt of the legal interpretation. Studies at this location had indicated that approximately 48% of the motorists did not perform a legal stop at this location.

In view of the above, the Traffic Department does not support the request for stop signs on Birge at this 90° degree turn in the roadway.







CITY COUNCIL

**Brian Hinkley** Alderman Ward Three

71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Tel: (416) 546-2730  
Res: (416) 572-7500

August 20, 1990.

Finance & Administration  
Committee  
-Chairman

Keep Hamilton  
Clean Committee  
-Chairman

Seniors Centre  
Feasibility Study  
-Chairman

Harbour Task  
Force  
-Chairman

Handbill  
Sub-Committee  
-Chairman

Hamilton Municipal  
Retirement Fund  
-Chairman

Hamilton Seniors  
Council  
-Liason

Arts & Recreation  
Committee  
-Member

Hamilton Non-Profit  
Housing  
-Member

Regional Engineering  
Committee  
-Member

Regional Economic  
& Planning Committee  
-Member

Chairman's Environmental  
Advisory Committee  
-Member

Hamilton-Wentworth  
Children's Aid Society  
-Member

Mr. Murray Main,  
Director of Traffic Services,  
The Corporation of the City of Hamilton,  
City Hall,  
71 Main Street West,  
Hamilton, Ontario.  
L8N 3T4.

Dear Mr. Main:

Re: PETITION FOR ADDITIONAL STOP SIGNS ON CHEEVER STREET AND BIRGE AVENUE.

Please find attached a Petition for additional stop signs on Birge Avenue. This request is for stop signs at two locations.

The residents are requesting that a new stop sign be placed on Birge Avenue at the end of Cheever Street. They are also requesting a three-way stop sign at Birge Avenue and Cheever Street at the south-west corner of Birge Park.

The attached diagram explains the Residents' request.

Please prepare the necessary reports for my information.

If the Department supports these requests, would you please prepare the necessary recommendation to be forwarded to the Transport and Environment Committee.

Your co-operation in this regard is very much appreciated.

Yours very truly,

Brian Hinkley,  
Alderman, Ward 3.

BH:dd

c.c. Petitioners.



Recycled Paper



Brian Hinkley  
Ward 3

John Auld  
527-8235

This is a signed petition for a 3-way stop at Cheever & Birge and a stop sign at the end of Cheever & Birge Streets. For We the public find it necessary to slow the traffic around Birge Park area. There has been a lot of accidents involving children and parked vehicles on these corners.

53	Cheever St.	Mr + Mrs John Auld
68	"	Mrs Jan Matla
68	"	Betty Matla
64	"	Kalld
62	"	R. Montani
58	"	Mike Milovanovic
54	"	Linda Leonard
54	"	Terri Tweedie
52	"	<del>John</del>
70	"	1222
50	"	Mr + Mrs Hachey
40	"	Debra & Ed Gaudet
33	"	Mr & Mrs R. Taylor
32	"	Mrs. Gertrude Wojcinski
22	"	Arthur Wedge Mae Kelz
22	"	Joan Benton
20	"	Bartholomew Passmore
20	"	Opportunity Rondo
18	"	Mrs. Jagan
17	"	Spencia Lewis
19	"	John Long
35	"	Walter Gollert
39	"	Heather Shoemith
39	"	Graham Shoemith
31	"	Sandra Penner
31	"	Robert Pender
49	"	John Kaczmarek
55	"	Don Kent

60 CHEEVER David Braughton

51 " Rede Miskovic

51 " C Mc Isaac

68 Julie Ann Bak

47 H. Microll H. McCall

BARTON EAST

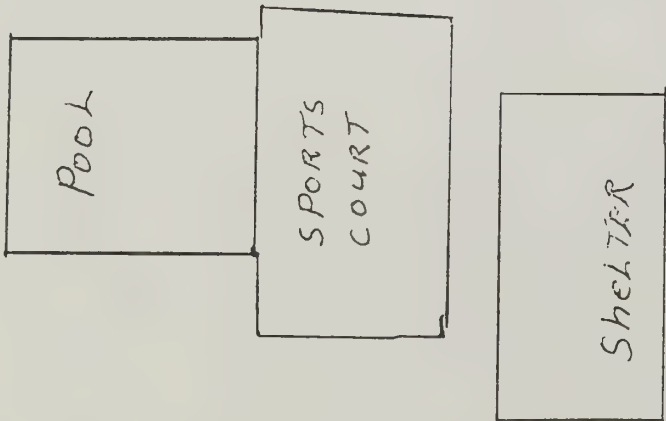
ST. MATTHEW ST

CHURCH ST

3-WAY

EXISTING STOP SIGN

BIRCH ST



Birge Park

PLAY GROUND

CN - RAILWAY

STOP SIGNS MARKED BY

REQUESTED STOP SIGNS



15.

VIEW THE NOTE

E01

From: JWALTON --COHAM  
To: TAGNELLO--COHAM

Date and time 09/11/90 09:14:54

Subject: PLS CALL DONNA DENGIS, ALDERMAN ROSS' SECRETARY AT 4550  
ALDERMAN ROSS WOULD LIKE TO HAVE THE FOLLOWING PUT FORWARD ON THE  
SEPTEMBER 17TH MEETING RE STOP SIGN ON WEST 2ND AND SOUTH BEND.

\* \* \* \* \*

Yours Truly,

Joyce Walton (x4605), Userid JWALTON

E N D O F N O T E

PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5 Forward Note  
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11 Previous PF12 Return



JUL 17 1990

# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## TRAFFIC DEPARTMENT

(416) 546-4510  
Fax (416) 546-4554

1990 July 16

Alderman Don Ross  
c/o Aldermen's Offices  
City Hall

**Re: Intersection of South Bend Road West and West 2nd Street -  
Intersection Control**

---

Dear Sir:

We refer to your secretary's PROFS message dated 1990 July 12, advising of a request from Mr. Appleyard, 321 West 2nd Street, that four-way stop control be implemented at the intersection of South Bend and West 2nd. Staff have investigated this request and have the following report:

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on South Bend is required to stop for northbound and southbound traffic on West 2nd. Traffic Department records indicate that the intersection has experienced an average of 0.38 collisions per year over the past eight years. This is a good collision rate for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

Presently traffic on West 2nd is required to stop approximately 475 feet north of South Bend at McElroy and yield approximately 300 feet south of South Bend at Richwill. The Traffic Department would consider an additional stop on this short section of street to be over-restrictive and unnecessary.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at South Bend and West 2nd at this time.

We trust these comments are of assistance. However, if there are any specific concerns related to the operation of this intersection, please advise.

Yours truly,

Murray F. Main, P. Eng.  
Director of Traffic Services

CVB/MH/ds



THE CORPORATION OF THE CITY OF  
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

16.

TRAFFIC DEPARTMENT

(4  
Fax (4

1990 August 30

Alderman Dominic Agostino  
c/o Aldermen's Offices  
City Hall

**Re: Intersection of Greenhill Avenue and Stewartdale Avenue -  
Intersection Control**

---

Dear Sir:

We refer to your letter dated 1990 August 24, in which you advised of a request from Ms. Patty Fraser, 682 Cochrane Road, that three-way stop control be implemented at the above-noted intersection. Staff have investigated this matter and have the following report:

The subject intersection is a "T" type intersection, and presently, southbound traffic on Stewartdale is required to stop for eastbound and westbound traffic on Greenhill. Traffic Department records indicate that there have been no reported collisions at the intersection in the past eight years. Thus, the intersection is operating safely.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. The erection of stop signs on Greenhill at Stewartdale could lead to a more serious condition, if pedestrians crossing the street expect the motorist to stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department uses certain criteria to determine when all-direction stop control is required at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.





For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Greenhill and Stewartdale. However, if you wish to review the matter further, please advise.

Yours truly,

Murray F. Main, P. Eng.  
Director of Traffic Services

CVB/MH/ds







Ruth Greenwood  
Urban/Municipal Collections  
2nd Floor  
Hamilton Public Library

K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK

**THE CORPORATION OF THE CITY OF HAMILTON**  
OFFICE OF THE CITY CLERK

LOIN 314

TEL: 546-2700  
FAX: 546-2095

URBAN/MUNICIPAL  
CA4 ON HBL AQS  
CSITG  
1990

~~September 26, 1990~~

NOTICE OF MEETING

**TRANSPORT AND ENVIRONMENT COMMITTEE**

Monday, **October 1, 1990**

9:30 o'clock a.m.

Room 233, City Hall

URBAN MUNIC. AL

OCT 1 1990

GOVERNMENT DOCUMENTS

**T. Agnello, Secretary**  
**Transport and Environment Committee**

**A G E N D A**

**DELEGATIONS**

- |    |            |  |
|----|------------|--|
| A. | 10:00 a.m. | Mr. Ron L. Kovacs, LL.B.<br>Inverness Avenue Between Upper Wellington and East 11th Streets<br>Parking Regulations |
| B. | 10:15 a.m. | Mr. Sergio Battista - 142 Cherryridge Close (Report to Follow)   |
| C. | 10:30 a.m. | Public Meeting for Road Allowance Closure:<br>Eleanor Avenue Between Rymal Road East and Alma Avenue               |
- 
1. Approval of the Minutes of the Meeting held September 17, 1990
  2. **ALDERMAN D. ROSS**
    - (a) Intersection Control - South Bend Road West and West 2nd Street  
(Previously Tabled)
    - (b) Intersection Control - Bendamere Avenue and West 33rd Street



3. ALDERMAN D. AGOSTINO

Centennial Parkway South of Vineyard -  
Request for Median Island Cut and Request for Sidewalks

4. DIRECTOR OF PROPERTY

Refund of Deposit - Application to Close Alleyway  
North of King Street East Between Wellington and West Avenue  
Trillium Funeral Services Corp.

5. DIRECTOR OF PUBLIC WORKS

Tree Planting on Road Allowances

6. COMMISSIONER OF ENGINEERING(a) Temporary Street Closures

(i) Jackson Street Between James St. South and Hughson Street South -  
Sunday, October 28, 1990, 9:30 a.m. to 12:30 p.m.

(ii) Mount Pleasant Drive Between Pearson Dr. and Templemead Drive -  
Saturday, September 15, 1990, 6:00 p.m. to 11:00 p.m.

(b) Increase in the City's Portion of the Cost to Construct Independent Concrete  
Sidewalks on Upper Paradise Rd. Between Stone Church and Lunner Avenue

(c) Banner Display Application  
Canadian Dairy Cycling Challenge - September 22 to September 29, 1990

(d) Establishment of Annabelle Street Extension By By-law

(e) PPM Canada Inc. Decontamination of PCB's for Laidlaw Waste Systems

(f) Applications for:

Certificate of Approval for a Waste Disposal Site:

(i) Philip Environment Corp.

(ii) Hotz and Sons Co. Inc.

(iii) Hamilton-Wentworth Third Sector Employment Enterprises

(g) Ministry of Transportation of Ontario Request for Noise Control  
By-law No. 79-292 Exemption - Q.E.W. - Highway 20 to Pineland Avenue

(h) Noise Abatement - McMaster University Homecoming - October 18 19 and 20,  
1990





7. **DIRECTOR OF TRAFFIC SERVICES**

- (a) Neighbourhood Watch Program for the Rosedale, Bartonville and Glenview West Neighbourhoods
- (b) No. 131 Robinson Street - Application for Time Limit Exemption Permit

8. **PARKING REGULATIONS**

- (a) Colbourne Street Between Park Street and Bay Street
- (b) Caroline Street North Between York Boulevard and Napier Street
- (c) South Side of Monterey Ave. Between Province St. S. and Park Row South
- (d) West Side of Columbia Drive Between Delmar Drive and the North End
- (e) Tragina Avenue North
- (f) Westinghouse Avenue and Myler Street - Removal of Parking Meters
- (g) South Side of Maplewood Avenue, West of Cedar Avenue - Corner Clearance
- (h) North Side of Limeridge Road East, West of Leggett Crescent - Extension of Existing School Bus Loading Zone

9. **INTERSECTION CONTROL**

- (a) Intersection of East 42nd Street and Pemberton Avenue
- (b) Intersection of Acadia Drive and Ridgemount Drive

10. **NEW BUSINESS**11. **ADJOURNMENT**





## TRANSPORT AND ENVIRONMENT COMMITTEE

### OUTSTANDING ITEMS

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Gibson Avenue Parking Regulations	August 21, 1989	Ald. D. Drury	Tabled
2. Time Limit Exemption Permit 8 1/2 Ottawa Street North	November 20, 1989	Alderman Christopherson	Tabled
3. School Traffic Officer - Lawrence Road	November 20, 1989	Ald. D. Agostino	Tabled
4. Road and Sidewalk Prioritization Reconstruction Program	January 22, 1990	Mr. E.M. Gill	Report Pending
5. Reduce Speed Limits in School Areas	January 22, 1990	Mr. M. Main	Report Pending
6. Windermere Basin Rehabilitation Project	March 5, 1990	Mr. E. M. Gill	Tabled - Prepare Report
7. Vehicular Traffic - Durand Neighbourhood	March 5, 1990	Mr. M. Main	Report on Short Term Solutions
8. Railway Safety Regulations	April 2, 1990	Mr. E. M. Gill	Report Pending
9. Intersection Control - Carriageway Drive and Parkplaza Drive	May 4, 1990	Ald. H. Merling	Tabled



- |     |  |                    |   |                             |
|-----|--|--------------------|---|-----------------------------|
| 10. | School Crossing<br>Guard - Intersection<br>of Upper Gage and<br>Loconder Drive | May 23, 1990       | Ald. H. Merling                           | Tabled                      |
| 11. | Parking<br>Regulations -<br>West 1st St. between<br>Monarch Rd. and Wembley    | May 23, 1990       | Ald. T. Murray                            | Tabled                      |
| 12. | Traffic conditions<br>on Owen Place  | June 8, 1990       | Mr. M. Main                               | Pending<br>Traffic report   |
| 13. | Bench Advertising  | August 13, 1990    | Mr. E. M. Gill                            | Pending<br>Report           |
| 14. | Maintenance of<br>Walkways   | August 13, 1990    | Mr. J. Pavelka                            | Pending<br>Report           |
| 15. | Stops Signs on<br>Greenhill Avenue   | August 20, 1990    | Mr. M. Main                               | Pending<br>Report           |
| 16. | Unlawful Removal<br>of Trees   | August 28, 1990    | Mr. L. Farr<br>City Solicitor's<br>Office | Pending<br>Report           |
| 17. | Fence at<br>201 Bay Street North   | September 17, 1990 | Alderman Agro                             | Tabled With<br>Instructions |
| 18. | Street Lights on<br>Ravenscliffe Avenue  | September 17, 1990 | Alderman Agro                             | Tabled                      |

Dated: September 25, 1990

T. Agnello  
Secretary





A.

*Davis, Baldwin & Kovacs*  
*Barristers & Solicitors*

TELEPHONE (416) 522-2449

RAY H. DAVIS, B.A.  
(TIRED)

SIDNEY A. BALDWIN, B.A.  
RON L. KOVACS, LL.B.

P.O. BOX 917  
20 HUGHSON STREET SOUTH

*Hamilton, Ontario*  
L8N 3P6

SEP - 5 1990

Wednesday, September 5th, 1990

The Corporation of the City of Hamilton  
71 Main Street, West, City Hall  
Hamilton, Ontario

Attention: Transport and Environment Committee

Ms. Tina Agnello - Secretary

Dear Ms. Agnello:

RE: INVERNESS AVENUE BETWEEN UPPER WELLINGTON  
AND EAST 11TH STREET, HAMILTON, ONTARIO  
PARKING REGULATIONS (TEC 88-90)

I act as solicitor to Mr. and Ms. Li, the owners of a  
take-out restaurant located on the north east side of the  
intersection of Upper Wellington and Inverness Avenue.

On August 29th, 1990, the street parking signs were changed  
in accordance with the enclosed City of Hamilton "RECOMMENDATION".  
Contrary to Mr. Merling's advice, all residents do not  
support the change. My clients were never advised of the  
recommendation or given an opportunity to make representations.

The change in the parking is seriously impairing my clients  
ability to carry on their business. They would also point  
out that nowhere else along Upper Wellington has such  
a restriction been placed on parking.

I therefore request that this matter be reconsidered at  
the September meeting of the Committee and that I be given  
an opportunity to attend to put forward the position of  
my client.

Yours very truly,  
DAVIS, BALDWIN & KOVACS

Per: 

R. L. Kovacs  
RLK/wcp  
c.c. Mr. and Ms. Li

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 April 23

REPORT TO: J. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Inverness Avenue between Upper Wellington Street and East 11th Street - Parking Regulations. [TEC-88-90]

RECOMMENDATION:

- a) That stopping be prohibited on the north side of Inverness Avenue between Upper Wellington Street and East 11th Street; and
- b) That stopping be prohibited on the south side of Inverness Avenue from a point 30 feet west of the west curb line of East 11th Street to Upper Wellington Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

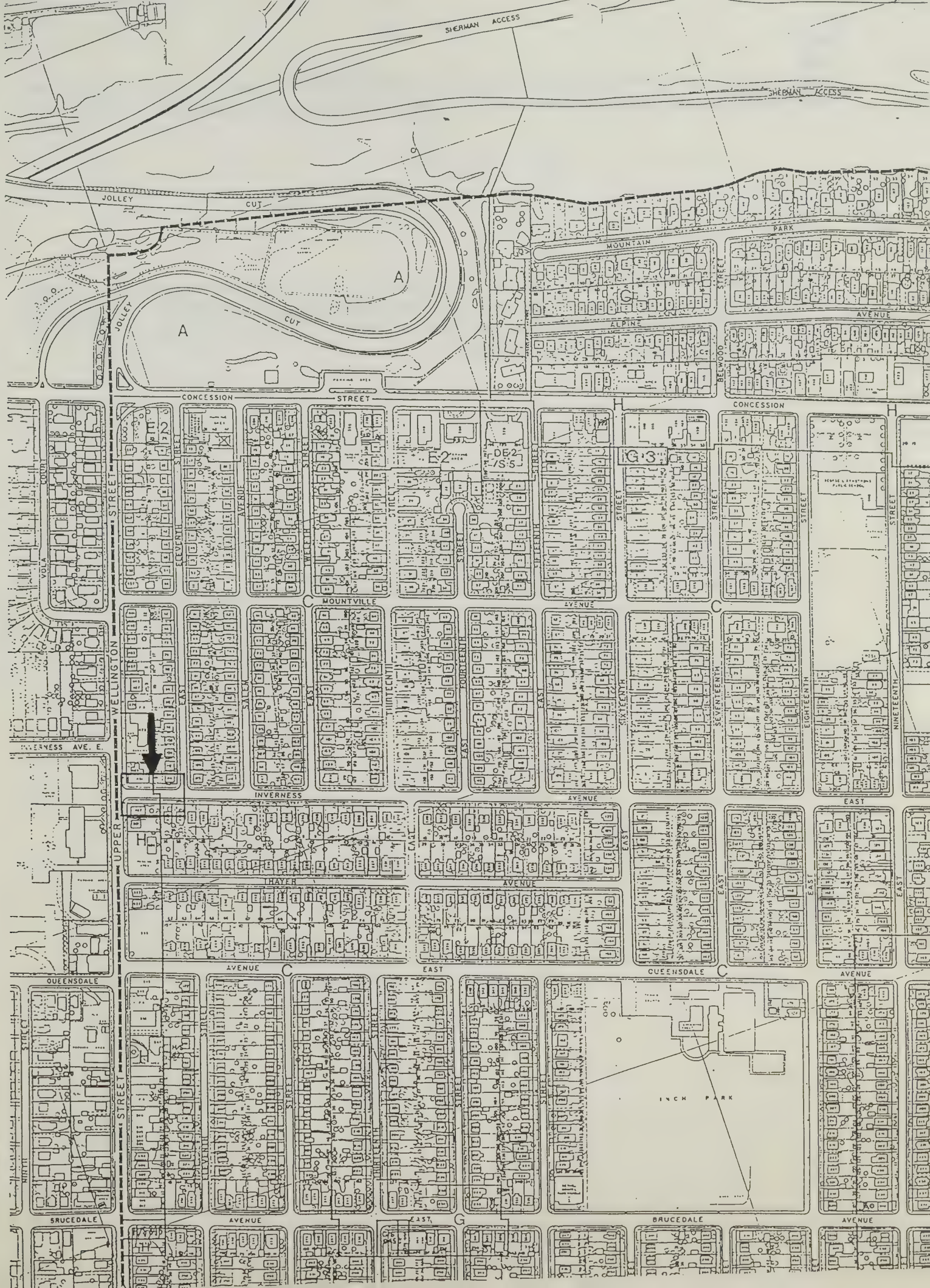
BACKGROUND:

Alderman Henry Merling has asked the Traffic Department to investigate and to report to the Transport and Environment Committee regarding the feasibility of prohibiting stopping on both sides of Inverness Avenue in the short block between Upper Wellington and East 11th. Presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street in this block. Area residents have expressed concern that a proposed take-out food restaurant at the north-east corner of Upper Wellington and Inverness will result in excessive parking and stopping on both sides of the street in front of their homes.

The Traffic Department would consider the requested regulation to be over-restrictive from a traffic flow point of view. However, since Alderman Merling has advised that all of the area residents support the request on the basis of commercial activity and aesthetics rather than traffic flow, the Traffic Department would not object.

Loading activities for the proposed restaurant can occur in front of the business in the "No Parking" area on the east side of Upper Wellington Street.





Sub-joined is a copy of Section 20 (g) of the SEVENTH Report of the Transport and Environment Committee adopted by City Council at its meeting held May 8, 1990.

- (g) That stopping be prohibited on the north side of Inverness Avenue between Upper Wellington Street and East 11th; and that stopping be prohibited on the south side of Inverness Avenue from a point 30 feet west of the west curb line of East 11th Street to Upper Wellington Street.

B

September 2, 1990

SEP - 5 1990

Ms. Tina Agnello, Secretary  
Transport and Environment Committee  
Hamilton City Hall  
71 Main St. West  
Hamilton, Ontario  
L8N 3T4

Dear Ms. T. Agnello:

Per our conversation of August 30, 1990 this is to confirm that I wish to speak to the Transportation and Environment Committee on its September meeting regarding the grading problem that exists at 142 Cherryridge Close.

Thank you.

Yours truly

*Sergio Battista*

Sergio Battista

c.c. Mr. Henry Merling



Section 3 of the Eleventh Report of  
the T + E Committee adopted by  
City Council August 28/90.

DATE:

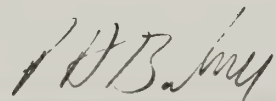
REPOF

FROM:

SUBJECT: Greenhill Gardens Phase 2/ Plan 62M-494  
Sergio Battista - 142 Cherryridge Close

**RECOMMENDATION:**

1. That the City require Cochren Construction Company Limited, the Subdivider, to retain a Consulting Engineer to provide a report to the Commissioner of Regional Engineering with respect to lot grading in Greenhill Gardens, Phase 2, Plan 62M-494, addressing specifically drainage problems at Lot 5 (142, Cherryridge Close), including, a recommendation for the elimination of drainage problems at Lot 5 (142, Cherryridge Close) and, if required, the submission of a proposed amended grading plan for the subdivision. This report to be submitted to the Commissioner of Regional Engineering on or before September 15, 1990.
2. That Litigation Counsel report back to the Transport and Environment Committee with respect to the Consulting Engineer's report, together with a recommendation for resolution of the lot grading in this subdivision and the drainage problem at Lot 5, Plan 62M-494 (142 Cherryridge Close) at the first meeting of the Transport and Environment Committee in October 1990.

  
\_\_\_\_\_  
Peter A. Barkwell  
Litigation Counsel

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**BACKGROUND:**

Mr. Sergio Battista, the owner of 142 Cherryridge Close has written to the Committee with respect to his drainage problems which are ongoing.

**DISCUSSION:**

This matter arises out of a Subdivision Agreement with respect to Greenhill Gardens, Phase 2, Plan 62M-494. The Subdivider is Cochren Construction Limited.

Attempts to resolve these problems have been ongoing with Mr. Battista, the Engineering Department, and the Office of the City Solicitor since the Fall of 1988. To date, we have been unable to achieve a resolution which would be satisfactory to Mr. Battista.

The problem arises from the fact that Mr. Battista's house was constructed slightly lower than it should have been. In addition, lots up the street from him on Cherryridge Close have been either built higher than intended or raised by their current occupants. The result is that the intended drainage pattern has been disturbed and more water is channelled through Mr. Battista's lot than was intended by the original plan. Mr. Battista therefore experiences problems with pooling and run-off during rain storms.

A number of resolutions have been discussed previously many of which have been unacceptable to Mr. Battista. All of these proposals have centered upon the desire to resolve the drainage problem on Mr. Battista's property without the necessity of regrading all of the adjoining lots with resulting disruption to existing landscaping etc. Proposals were made for the installation of a catch basin in the corner of Mr. Battista's yard connected to the storm sewer but Mr. Battista did not wish to surrender any portion of his property to the necessary grate and catch basin.

At present, the only actual drainage problem of which we are aware is on Mr. Battista's lot and the remainder of the Subdivision, although not in accordance with the approved grading plan, apparently drains satisfactorily so far as the residents are concerned. These homes have been completed and occupied for over two years. We are, therefore, reluctant to recommend that the Committee instruct the Legal Department to enforce the provisions of the Subdivision Agreement which would require court action and perhaps subsequent regrading of the other lots in the Subdivision. In addition, our experience with this type of action is that they have gone on in the courts for four to five years without yet reaching a satisfactory conclusion. Our aim is to find a resolution which can be effected now and not at some distant date.

A meeting was held on Wednesday, August 15, 1990, between a representative of the Legal Department, a representative of Regional Engineering, a representative of the Subdivider and Mr. Battista. At that time, progress was made with respect resolving this problem.

A proposal was put forward which would involve the installation of an underground tile drain on Mr. Battista's property which would not entail any surface obstruction. Mr. Battista is considering whether he is prepared to agree to that installation.

In addition, the Subdivider has agreed to retain a Consulting Engineer to review the grading in this Subdivision and report to the Regional Engineering Department with respect to:

1. Whether there are other grading problems in this subdivision.
2. A recommended solution to the drainage problem on Mr. Battista's property.
3. If necessary, a proposal for an amended grading plan for this subdivision.

At the conclusion of our meeting on August 15, 1990, all parties were in agreement that this course of action would be followed and that following receipt of the Consulting Engineer's report a further Recommendation from Litigation Counsel would be made to the Transport and Environment Committee at its first meeting in October 1990. It is hoped that all parties will be able to reach a mutually satisfactory agreement which will then be reflected in the Recommendation to the Committee.

c.c. P. Noé Johnson  
City Solicitor

c.c. Mr. Sergio Battista  
142 Cherryridge Close  
Hamilton, Ontario  
L8G 4X8

c.c. Mr. Konrad Brenner  
Regional Engineering

c.c. Mr. M. Cochren  
Cochren Construction Ltd.



F O R   A C T I O N

SEP 24 1990

REPORT TO:     T. AGNELLO, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           E. M. GILL, P.ENG.  
                  ACTING COMMISSIONER OF ENGINEERING

DATE:    September 10, 1990  
COMM FILE:    3-11.9.3  
DEPT FILE:    T103-03(260)

SUBJECT:

Proposed Road Allowance Closure:   Eleanor Avenue from north of the 120 foot limit of Rymal Road East to Alma Avenue.

RECOMMENDATION:

- i)     That the Commissioner of Engineering be directed to prepare a By-Law for the stopping up, closing and sale of the portion of Eleanor Avenue from north of the 120 foot limit of Rymal Road East to Alma Avenue.
- ii)    That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980:
- iii)   That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners:
- iv)    That the Commissioner of Engineering register a reference plan under the Registry Act, to delineate the manner in which the closed road is to be distributed to the abutting owners.
- v)     That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act: and,
- vi)    That the City Solicitor make application to the Ministry of Housing under Section 298 (11) of the Municipal Act for approval of the By-Law.

*Ted Gill*

---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

-Page 2-  
September 10, 1990

Proposed Road Allowance Closure: Eleanor Avenue from north of the 120 foot limit of Rymal Road East to Alma Avenue.

Cont'd ...

FINANCIAL IMPLICATIONS:

N/A

BACKGROUND:

On November 27, 1973, City Council approved the Eleanor Neighbourhood Plan which proposed the closure of this section of Eleanor Avenue, with a new road to be developed east of Eleanor Avenue allowing entrance into the neighbourhood.

With the new street (Eva Street) opened by By-Law on September 14, 1988, and access provided to the subdivision, the closure of Eleanor Avenue will now conform with the implementation of the Neighbourhood Plan.

We have circularized a notice of closure to the affected municipal departments and public utility companies, and no objections to the request were received.

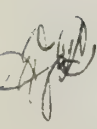
Circularization to the area residents is now complete and the results are as follows:

Total Circularized - 52  
In Favour - 16    Opposed - 2    No Response - 34

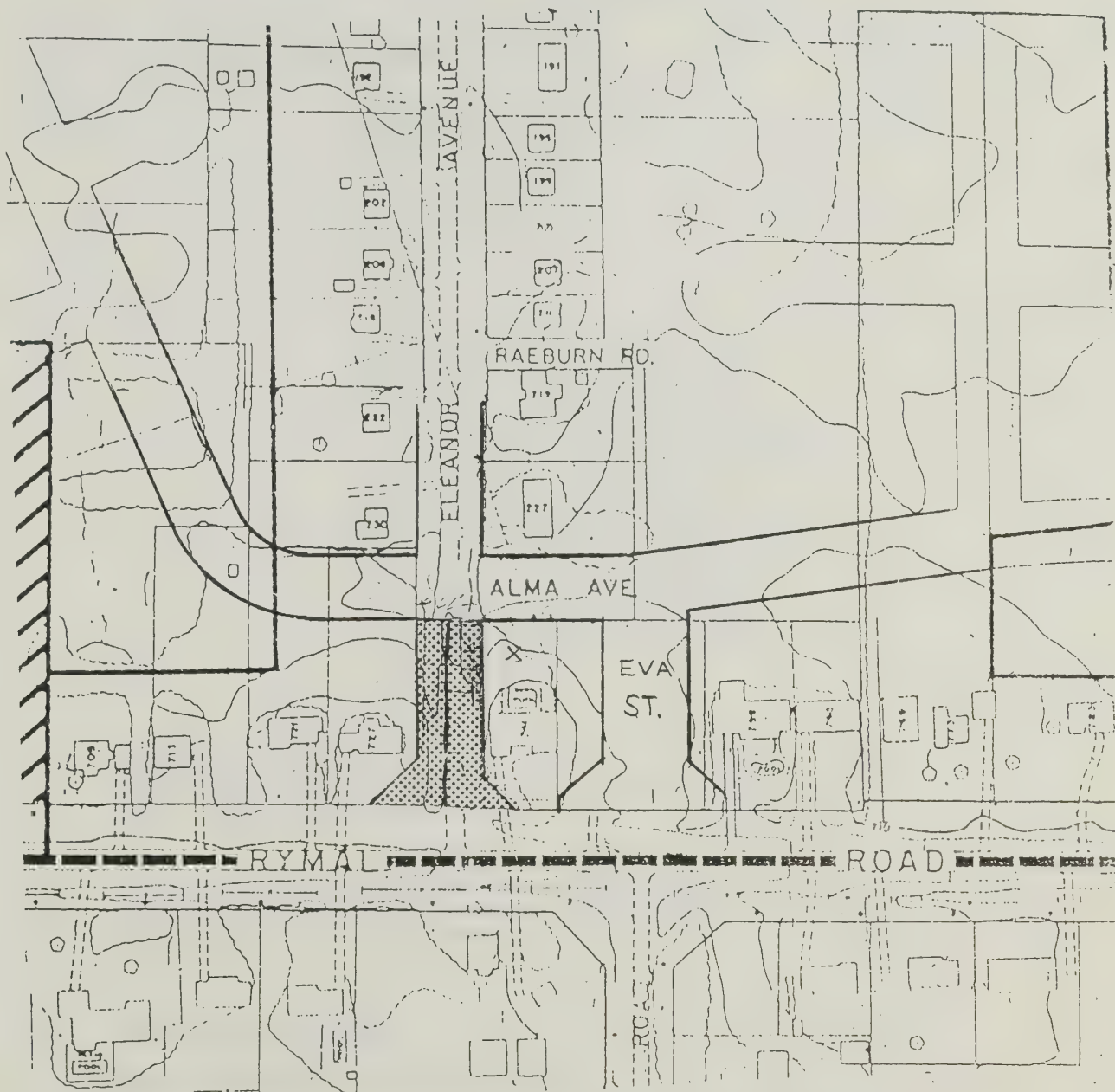
Of the 2 opposed responses, our Department has contacted both residences and report the following:

A meeting was held with Mr. Bachetti of 727 Rymal Road East at our office and once informed of the proposal in person Mr. Bachetti had no objection to the closure.

Mrs. Snyder of 741 Rymal Road East has submitted a letter to our Department indicating that she is not opposed to the closure, provided, that access to her garage from Alma Avenue be provided.

 JKC:ccc  
Encl.

cc: Alderman J. Gallagher  
cc: Alderman H. Merling  
cc: K. Lau, Regional Engineering (Survey Section)



REG PLAN 1007

## PROPOSED CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH  
DEPARTMENT OF ENGINEERING

### LEGEND



PROPOSED ROAD CLOSURE

SCALE

N. T. S.

FILE NO.

T103-03(258)

NORTH







Monday, September 17, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

1.

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Alderman T. Cooke  
Alderman V. J. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman T. Murray

Absent: Mayor R. M. Morrow

Also present: Alderman B. Hinkley  
Alderman D. Ross  
Mr. L. Sage, Chief Administrative Officer  
Mrs. B. Price, Hamilton Safety Council  
Miss S. Wilson, Board of Education  
Mr. G. P. Aston, Regional Engineering Department  
Mr. M. F. Main, Director of Traffic Services  
Mr. M. Hazell, Traffic Department  
Mr. J. G. Pavelka, Director of Public Works  
Mr. D. Lobo, Department of Public Works  
Mr. M. Watson, Manager, Real Estate Division  
Mr. H. Solomon, Traffic Department  
Mr. D. Rieger, Hamilton Street Railway  
Mr. B. O'Brien, Hamilton Street Railway  
Miss T. Agnello, Secretary

1. ADOPTION OF THE MINUTES

- 1.1 The minutes of the Transport and Environment Committee meeting of August 20, 1990 were adopted as circulated.
- 1.2 The minutes of the Joint Planning and Development Committee and Transport and Environment Committee meeting of August 22, 1990 were adopted as amended to include Alderman Agro as being present.

2. DIRECTOR OF PROPERTY

**Crescent Oil Property - 136 Cannon Street West**

The Committee was in receipt of an information report from the Director of Property dated August 16, 1990.

Alderman Agro was not in agreement with the conclusions of the Information report dated August 16, 1990 from the Director of Property and felt that an attempt should be made to relocate the business.

Alderman Cooke suggested that the city-wide issue of incompatible land uses be addressed in order to set priorities and assess costs. Alderman Murray concurred and added that the City should ensure that such establishments are adhering to City by-laws.

A brief discussion ensued regarding hazardous conditions at the Crescent Oil Property. The Chief Administration Officer informed the Committee that the Fire Chief has inspected the area and considers the operation to be safe.

Mr. Watson informed the Committee that the president of the company has been approached regarding relocation and considers this to be too costly. He added that expropriation of the Crescent Oil property was not in the development plans for the area.

Subsequent to the discussion, the Transport and Environment Committee recommended to Council as follows:

- (a) That the Property Department be authorized to obtain an independent appraisal at a cost of approximately \$4,000.00 for a property known as Crescent Oil Company of Canada located at 136 Cannon Street West.
- (b) That the Property Department also provide estimated costs to acquire the property relative to the expropriation procedure.

The Committee also directed that staff prepare a comprehensive report on all locations within the City where incompatible industrial uses abut residential uses, for the Committee's consideration.\*

\*Alderman Agro opposed.

### 3. COMMISSIONER OF TRANSPORTATION

#### **1990 Bus Shelter Program**

As recommended by the Commissioner of Transportation in a report dated September 7, 1990, the Committee recommended to Council as follows:

That the 45 proposed bus shelter locations in the City of Hamilton, attached hereto as Appendix "A", of which 39 shelters are to be installed, subject to acquiring the applicable encroachment agreements, be approved.

### 4. DIRECTOR OF PUBLIC WORKS

#### 4.1 **Sanitation Depot - 2418 Barton Street East**

As recommended by the Director of Public Works in a report dated September 7, 1990, the Committee recommended to Council as follows:

- (a) That the Public Works Department proceed with reimbursing the citizens for a 4 foot extension to the wooden fence along the western side of the Sanitation Yard at an estimated cost of approximately \$3,750.00 to be charged to Account No. 60168 56103 General Roadway Maintenance, only after the residents and/or developer repairs the leaning of the fence and the posts that have sunk and installed the extension along the length of the fence. It is understood by the residents and the City that although the City is participating by paying for this extension to the fence that the fence and 100% of the maintenance responsibility rests with the residents.
- (c) That the Finance and Administration Committee recommend the method of financing.



4.2 **Overdrafts in Forestry Storm Damage Accounts**

As recommended by the Director of Public Works in a report dated September 11, 1990, the Committee recommended to Council as follows:

- (a) That the overexpenditure of \$106,957.00 in the Forestry's Storm Damage Account Centre No. 60428, be approved.
- (b) That the Finance and Administration Committee recommend the method of financing.

5. **MANAGER OF PURCHASING**

**Supply and Delivery of Traffic Signal Control System**

As recommended by the Manager of Purchasing in a report dated September 10, 1990, the Committee recommended to Council as follows:

That a purchase order be issued to Fortran Traffic Systems Limited, Scarborough, in the amount of \$35,671.64 for the supply and delivery of a Traffic Signal Control System in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

**NOTE:** Only tender received. Funds provided in Traffic Signals Materials Account No. 56152 75999.

In a response to a question from Alderman Drury, Mr. Main stated that the System tendered must be compatible with the City's existing system and as a result few suppliers are able to submit bids.

6. **COMMISSIONER OF ENGINEERING**

6.1 **Proposed Construction of an Independent Concrete Sidewalk on the West Side of Centennial Parkway Between Delawana Drive and Barton Street**

As recommended by the Commissioner of Engineering a report dated August 21, 1990, the Committee recommended to Council as follows:

- (a) That the construction of an independent concrete sidewalk on the west side of Centennial Parkway between Delawana Drive and Barton Street be proceeded with as a local improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of \$60,478.00 as provided for in the 1990 portion of the 1990 - 1994 Capital Budget as Project No. 041-30000 (City's Share \$19,087.00) and Project No. 210-30000 (Owner's Share \$41,391.00), be approved.
- (b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;
- (c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,
- (d) That the City Clerk and the City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

## 6.2 Temporary Street Closures

### 6.2.1 As recommended by the Commissioner of Engineering in a report dated August 21, 1990, the Committee recommended to Council as follows:

That the action of the Commissioner of Engineering in authorizing the application of the Westdale Village B.I.A. (1045 King Street West) to temporarily close Paisley Avenue from South Oval to the unassumed alley south of King Street West on Saturday, September 15, 1990 from 8:00 a.m. to 10:00 p.m. to hold a sidewalk sale and festival, be approved subject to the following conditions:

- (a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
- (d) That the applicant provide proof of \$2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (g) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering.

- 6.2.2 As recommended by the Commissioner of Engineering in a report dated August 24, 1990, the Committee recommended the following to Council:

That the action of the Commissioner of Engineering in authorizing the application of the Barnstown Park Committee to temporarily close Dragoon Drive between 78 Dragoon Drive and 100 Dragoon Drive on Saturday, September 22, 1990 from 3:00 p.m. to 11:30 p.m. to hold a street dance, be approved subject to the following conditions:

- (a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City of Hamilton;
- (d) That the applicant provide proof of \$2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (g) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.



- 6.2.3. As recommended by the Commissioner of Engineering in a report dated August 28, 1990, the Committee recommended the following to Council:

That the action of the Commissioner of Engineering in authorizing the application of the Hamilton District Militia (James Street Armoury, 200 James Street North) to temporarily close Hughson Street North between Cannon Street and Robert Street on Sunday, September 9, 1990 from 8:00 a.m. to 6:00 p.m. to hold a ceremonial parade, be approved subject to the following conditions:

- (a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City of Hamilton;
- (d) That the applicant provide proof of \$2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (g) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

**6.3 Incorporating Certain City Lands into Various Streets by By-law**

As recommended by the Commissioner of Engineering in a report dated September 10, 1990, the Committee recommended the following to Council:

- (a) That the following City lands be incorporated into various streets as follows:

Limeridge Road	Parts 1 and 2, Plan 62R-10170
Caroline Street	Part 1, Plan 62R-8873
Butler Drive	Part 3, Plan 62R-11281
Acadia Drive	Part 1, Plan 62R-8101 Part 2, Plan 62R-11281 Parts 11 and 12, Plan 62R-10529
- (b) That the By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Engineering be authorized and directed to register the By-laws.

**6.4 Eastgate Heights Extension - 1990 Servicing Expenditures**

As recommended by the Commissioner of Engineering in a report dated September 10, 1990, the Committee recommended the following to Council:

- (a) That the estimated costs of services in Eastgate Heights Extension, Subdivision, Subdivider's share - \$ 46,484.42, City's share - Nil, be adopted for inclusion in the Subdivision Agreement with the owner.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.
- (c) That approval of the above recommendations be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

## 7. CONFERENCES

### 7.1 Hazardous Materials/Wastes Symposium

As recommended by the Secretary of the Transport and Environment Committee in a report dated September 12, 1990, the Committee recommended to Council as follows:

- (a) That the Chairman or his designate be authorized to attend the Hazardous Materials/Wastes Symposium to take place on September 30, to October 3, 1990 in Toronto.
- (b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

### 7.2 Changing Attitudes About the Environment in the 90's

As recommended by the Secretary of the Transport and Environment Committee in a report dated September 12, 1990, the Committee recommended to Council as follows:

- (a) That the Chairman or his designate be authorized to attend the Changing Attitudes About the Environment in the 90's Seminar to take place from October 21 to October 24, 1990 in Ottawa.
- (b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

## 8. DIRECTOR OF TRAFFIC SERVICES

### 8.1 Apartment Building at No. 120 Charles Street - Application for a Time Limit Exemption Permit

As recommended by the Director of Traffic Services in a report dated September 7, 1990, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the building at No. 120 Charles Street on a first come first served basis.

### 8.2 Limeridge Road East - Left Turn Prohibitions

As recommended by the Director of Traffic Services in a report dated September 7, 1990, the Committee recommended to Council as follows:

- (i) That eastbound left turns be prohibited on Limeridge Road East at the most easterly entrance/exit of the Lime Ridge Mall; and
- (ii) That southbound left turns be prohibited onto Limeridge Road East from the most westerly entrance/exit at the Lime Ridge Mall.
- (iii) That the City Traffic By-law No. 89-72 be amended accordingly.



**8.3 Prohibiting Parking on City Boulevards Between the Sidewalk and Curb**

As recommended by the Director of Traffic Services in a report dated August 21, 1990, the Committee recommended to Council as follows:

That the City Traffic By-law No. 89-72 be amended to prohibit the parking of vehicles on a City boulevard in the area between the sidewalk and curb.

**8.4 Levels of Various Parking Violation Fines**

The Committee was in receipt of a report from the Director of Traffic Services dated August 28, 1990.

Prior to voting on a motion, a discussion ensued regarding increasing "No Stopping" violations from \$25.00 to \$50.00, increasing Off-Street Handicapped parking areas from \$50.00 to \$100.00 and maintaining parking metre infractions to \$6.00.

The Committee agreed that while most metre violations are unintentional, violations to "No Stopping" areas and "Handicapped parking" areas are intentional.

The Director of Traffic Services informed the Committee that approvals for the changes are required by City Council, Regional Council and the Chief Judge and suggested that a letter be sent to the Chief Judge to stress the importance of the fine increases.

The Committee forwarded the following resolution for Council approval:

- (a) That, subject to the Regional Council enacting a corresponding change for violations on Regional roads, and subject to approval of the appropriate set fines by the Chief Judge of the Provincial Offences Court for Ontario, the following parking violation fines be increased effective April 1, 1991:

- "No Stopping" violations from \$25.00 to \$50.00
- Off-Street handicapped parking areas from \$50.00 to \$100.00
- "Unauthorized Parking on Private and Municipal Property from \$13.00 to \$20.00

**NOTE:** Under Part II of the Provincial Offences Act, motorists receiving parking infraction notices (tags) will be permitted to pay the above voluntary payments as specified by the Municipal Traffic By-law within 7 days. However, the motorist has an option of an extended payment period of up to 15 days and paying a set fine penalty out-of-Court which is determined by the Chief Judge of Ontario.

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.\*

\*Alderman Agro opposed.

9. PARKING REGULATIONS

- 9.1 Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law No. 89-72 be amended as follows:
- 9.1.1 (i) That the existing "No Parking" regulation on the west side of Beland Court be removed; and
- (ii) That the existing 154 foot "No Parking" regulation on the east side of Beland Court, south of Lucerne Avenue, be extended to the south end.
- 9.1.2 That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Hess Street North between Napier Street and Peter Street.
- 9.1.3 That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Baillie Street between Augusta Street and the north end.
- 9.1.4. (i) That a "Permit Parking" regulation be implemented on the south side of Mars Avenue between Wentworth Street North and Cheever Street; and
- (ii) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to eligible applicants residing in Nos. 90, 94 and 100 Mars Avenue, and two parking permits to eligible applicants residing in Nos. 84, 86, 88, 92, 96 and 98 Mars Avenue; and
- (iii) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block on a first come first served basis, provided that the maximum of 19 permits is not exceeded.
- 9.1.5 That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m." regulation be implemented on the east side of East 14th Street commencing 30 feet north of Howe Avenue and extending to a point 28 feet northerly therefrom.
- 9.1.6 That a "No Stopping, Wheelchair Loading Only" regulation be implemented on the south side of Burton Street commencing at a point 79 feet east of Emerald Street North and extending to a point 25 feet easterly therefrom.
- 9.1.7 (i) That in combination with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the east side of Grosvenor Avenue North commencing 239 feet north of Dunsmure Road and extending to a point 19 feet northerly therefrom, and on the west side of Grosvenor Avenue North commencing 236 feet north of Dunsmure Road and extending to a point 23 feet northerly therefrom; and
- (ii) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Pasquale Costantini, 116 Grosvenor Avenue North.
- 9.1.8 That the existing "Permit Parking" regulation on the north side of Dunsmure Road which commences 71 feet east of Graham Avenue North and extends to a point 20 feet easterly therefrom be relocated such that the regulation commences 51 feet east of Graham Avenue North and extends to a point 20 feet easterly therefrom.
- 9.1.9 (i) That a parking prohibition be implemented on the west side of Northgate Drive commencing at the southerly limit and extending to a point 45 feet northerly therefrom.

- 9.2 Alderman Murray introduced a request for a no-stopping area on the south side of Sanatorium Road across from Holbrook School for reasons of Traffic safety.

After brief discussion, the Committee proposed the following recommendation for Council's approval:

- (i) That parking be prohibited on the south side of Sanatorium Road from Rice Avenue to a point 412 feet easterly therefrom.
- (ii) That City Traffic By-law No. 89-72 be amended accordingly.

10. INTERSECTION CONTROL

- 10.1 As recommended by the Director of Traffic Services in a report dated August 24, 1990, the Committee recommended to Council as follows:

- (a) That the existing direction of stop control at the intersection of West 16th Street and Sanatorium Road be switched such that eastbound and westbound traffic on Sanatorium Road would be required to stop for northbound and southbound traffic on West 16th Street/Briarwood Crescent.

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

- 10.2 As recommended by the Director of Traffic Services in a report dated September 5, 1990, the Committee recommended to Council as follows:

- (a) That northbound traffic on the east leg of Ironwood Crescent be required to stop for eastbound and westbound traffic on Independence Crescent.

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

11. ALDERMAN H. MERLING

**Intersection Control - East 23rd Street and Brucedale Avenue East**

Alderman Merling explained that an for "Action" report was placed before the Committee on June 16, 1990 at which time no action was taken and he was now present to request a four-way stop control.

After a brief discussion, the Committee passed the following motion for Council approval:

- (a) That a four-way stop control be implemented at the intersection of East 23rd Street and Brucedale Avenue East.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.



**12. ALDERMAN V. J. AGRO****12.1 Fence Request - 201 Bay Street North**

The Committee was in receipt of a report from the Director of Property dated August 14, 1990.

Alderman Agro stated that the City has property abutting Mr. Vassallo's property. The City has a chain link fence at the boundary of the property but the owner is requesting a fence to be built at the rear of his garden for approximately a 40 foot length.

Mr. Pavelka explained that the City's fence is located along the property line and it is against City policy to place a fence on private property.

After brief discussion, the matter was tabled with the following instructions:

That Alderman Agro pursue transfer of the property beyond the retaining wall at 201 Bay Street North to the City so that a fence can be erected on the property line as per Council's fence policy.

**12.2 Intersection Control - Bay Street North and Picton Street West**

The Committee was in receipt of a report from the Director of Traffic Services dated September 10, 1990 regarding the intersections of Bay and Macauley and Bay and Picton.

Alderman Agro requested intersection control at Bay Street North and Picton Street West only, and after brief discussion, the Committee passed the following motion for Council approval:

- (a) That a three-way stop control be implemented at the intersection of Bay Street North and Picton Street West.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

**12.3 Street Lights on Ravenscliffe Avenue**

The Committee agreed that this matter be tabled.

13. **ALDERMAN B. HINKLEY**

13.1 **Modification to Permit Parking Regulations**

Alderman Hinkley requested that staff investigate the possibility of issuing parking permits to residents who are not vehicle owners for the purpose of loaning the permit to a nurse, homemaker, family member or other guest for the duration of a visit.

The Director of Traffic Services advised that he has concerns with potential abuses and enforcement.

After a brief discussion, the Committee approved the following recommendation for Council consideration.

That a parking permit policy be adopted as follows:

- (i) That each residential unit abutting a designated block be allowed one permit regardless of whether or not the occupant owns a vehicle.
- (ii) In cases where the occupant is not a vehicle owner, the occupant may loan the permit to any visiting nurse, homemaker, family member or other guest for the duration of the visit.
- (iii) In the event that there are excess parking spaces for which permits have not been issued, a permit may be issued to the occupant of a business premises.
- (iv) That the City Traffic By-law No. 89-72 be amended accordingly.

13.2 **Intersection Control - Cheever Street and Birge Avenue**

The Committee was in receipt of a report from the Director of Traffic Services dated September 10, 1990 advising that no action be taken for a three-way stop control at the north and south legs of intersections at Cheever Street and Birge Avenue.

Mr. Main informed the Committee that the City Solicitor's Department has advised that stop control at turns in a road are illegal because a turn is not considered to be an intersection.

The Committee passed the following motion for Council approval:

- (i) That a three-way stop control be implemented at the southerly intersection of Birge Avenue and Cheever Street.
- (ii) That a two-way stop control be implemented at the turn in the roadway where Birge Avenue meets Cheever Street.
- (iii) That the City Traffic by-law No. 89-72 be amended accordingly.

14. **Alderman Ross - Intersection Control -  
South Bend Road West and West 2nd Street**

The Committee agreed to table this matter to the next meeting.

15. **ALDERMAN D. AGOSTINO**

**Intersection Control - Greenhill Avenue and Stewartdale Avenue**

The Committee agreed to forward the following recommendation for Council approval:

- (i) That a three-way stop control be implemented at the intersection of Greenhill Avenue and Stewartdale Avenue.
- (ii) That the City Traffic by-law No. 89-72 be amended accordingly.

16. **MAYOR R. M. MORROW - GO TRAIN SERVICE TO HAMILTON**

The correspondence from the Mayor's office was noted and received by the Committee.

17. **NEW BUSINESS**

- 17.1 Alderman Murray inquired as to the status of line painting on Scenic Drive at Denlow to which Mr. Main replied that a report on the matter is forthcoming at the next Regional Engineering Services Committee.
- 17.2 Alderman Agostino requested staff to investigate costs for installing arms at railway crossings in order to deter trains from blowing their whistles.

18. **ADJOURNMENT**

There being no further business, the meeting adjourned.

**Taken as read and approved,**

**ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE**

**Tina Agnello, Secretary**





THE CORPORATION OF THE CITY OF HAMILTON  
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

(41)  
Fax (416) 546-4554

1990 July 16

Alderman Don Ross  
c/o Aldermen's Offices  
City Hall

**Re: Intersection of South Bend Road West and West 2nd Street -  
Intersection Control**

Dear Sir:

We refer to your secretary's PROFS message dated 1990 July 12, advising of a request from Mr. Appleyard, 321 West 2nd Street, that four-way stop control be implemented at the intersection of South Bend and West 2nd. Staff have investigated this request and have the following report:

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on South Bend is required to stop for northbound and southbound traffic on West 2nd. Traffic Department records indicate that the intersection has experienced an average of 0.38 collisions per year over the past eight years. This is a good collision rate for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

Presently traffic on West 2nd is required to stop approximately 475 feet north of South Bend at McElroy and yield approximately 300 feet south of South Bend at Richwill. The Traffic Department would consider an additional stop on this short section of street to be over-restrictive and unnecessary.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at South Bend and West 2nd at this time.

We trust these comments are of assistance. However, if there are any specific concerns related to the operation of this intersection, please advise.

Yours truly,

Murray F. Main, P. Eng.  
Director of Traffic Services

CVB/MH/ds

\*\*\*\*\*

*R. B. Smith*

2b.



**CITY COUNCIL  
HAMILTON, CANADA**

**Alderman Don Ross**

Chairman - Economic Development & Planning  
Chairman - Freeway Steering  
Vice-Chairman, Finance & Administration

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71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 387-1842 - WARD 8

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SEP 14 1990

September 13, 1990.

MEMO TO: Tina Agnello,  
Secretary, Transport and Environment Committee.

FROM: Don Ross,  
Alderman, Ward 8.

SUBJECT: TRANSPORT AND ENVIRONMENT COMMITTEE MEETING AGENDA - OCTOBER 1, 1990.

This is to confirm the conversation you had today with my secretary, Donna, in which you requested a formal notification of an item to be placed on the Transport and Environment Committee Agenda for October 1, 1990.

The item is:

**All-way stop control at the intersection of Bendamere Avenue and  
West 33rd Street**

... at which I will be a Delegation to represent the Petitioners in the area.

Donna will notify you no later than September 24, 1990 if there will be anyone else accompanying me to make the presentation.

Don Ross,  
Alderman, Ward 8.

DR:dd





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

MAR 23 1990  
1990 March 23

Alderman D. Ross  
Aldermen's Office  
City of Hamilton

Re: Intersection of Bendamere Avenue and West 33rd Street  
- Intersection Control

Dear Alderman Ross:

We refer to your letter dated 1990 March 16, respecting the intersection control at Bendamere and West 33rd. We have reviewed this matter, and have the following report:

In January, 1989, the Traffic Department received letters from Alderman Tom Murray, the principal of Holbrook Public School and the Manager of Property and Insurance for the Hamilton Board of Education, suggesting that the intersection control in the area be changed to provide additional stop signs on Bendamere Avenue. At that time, there were no stop signs on Bendamere in the five block section between Upper Paradise and West 35th, but northbound and southbound traffic on West 33rd was required to stop at five of the six intersections between Sanatorium and Scenic. Thus, the Traffic Department concluded that switching the direction of stop control at Bendamere and West 33rd would be beneficial to the pattern of stop control on both of these streets, and this recommendation was approved by the Transport and Environment Committee and subsequently the City Council on 1989 March 14.

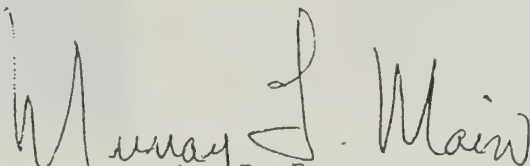
The Traffic Department uses certain criteria to determine when all direction stop control is required at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

Also, as previously noted, northbound and southbound traffic on West 33rd was required to stop at five of the six intersections between Sanatorium and Scenic and the Traffic Department would consider this many stops to be over-restrictive and unnecessary.

For these reasons, the Traffic Department does not concur with the suggestion that four-way stop control be implemented at this intersection at this time.

We trust that these comments will be of assistance. If you still wish us to report to the Transport and Environment Committee respecting this matter, please advise.

Yours truly,

A handwritten signature in dark ink, appearing to read "Murray F. Main". The signature is fluid and cursive, with the first name "Murray" and last name "Main" clearly distinguishable.

Murray F. Main, P. Eng.  
Director of Traffic Services

MH

MH/jd







# Dominic Agostino

Alderman — Ward 5  
Regional Councillor

City Hall, 71 Main Street West  
Hamilton, Ontario L8N 3T4  
Tel. 546-2730 • Res. 574-0179  
Fax 546-2095

3.

1990 August 2

T. AGNELLO

THE COMMITTEE.

~~Mr. J. Ramsey, Secretary,~~  
~~Engineering Committee~~

Dear ~~Mr. Ramsey~~:

I have had a request from Gabriel Rivero, Rivero Realty on Centennial Parkway to appear as a delegation regarding the problem with the traffic flow and maintenance on Centennial Parkway.

Mr. Rivero specific request involves the removing of the centre island in order to allow access to the businesses on the east side of Centennial Parkway and also, the possible construction of sidewalks.

I would appreciate it if you would invite me in advance as to the date, time and place of the meeting so I may notify Mr. Rivero in plenty of time so he can prepare a brief for the committee.

Yours sincerely.

Dominic Agostino, Alderman,  
Ward 5

DA:tb

FILE NO.	
LETTER NO.	AG 54-18
AUG 1 1990	
22	
IN	
E	
AJ	

# CITY OF HAMILTON

## - RECOMMENDATION -

SEP 24 1990

DATE: 1990 September 21

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

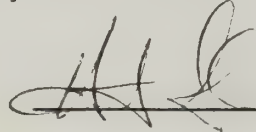
### SUBJECT:

Centennial Parkway south of Vineyard Road - Request for median island cut and request for sidewalks [TEC-206-90]

### RECOMMENDATION:

That the removal of a portion of the concrete median island in front of Nos. 54, 58 and 68 Centennial Parkway North be approved subject to all of the following criteria being met:

- i) The entire cost of reconstruction be at the expense of the adjacent property owner or owners; and
- ii) A new driveway be constructed at the expense of the property owners to serve Nos. 54, 58 and 68 Centennial Parkway North which would be located approximately 25 metres north of the existing driveway to Nos. 54 and 58 Centennial Parkway North; and
- iii) That the cost of constructing a new driveway approach to Nos. 54 and 58 Centennial Parkway North be at the expense of the adjacent property owner or owners.

 Murray F. Main

### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The entire cost of all median island modifications and driveway approach changes would be charged to the adjacent land owners.

## BACKGROUND:

Alderman Dominic Agostino requested that Mr. Gabriel Rivero of Rivero Realty, No. 54 Centennial Parkway North, be permitted to appear as a delegation before the Transport and Environment Committee.

Mr. Rivero wishes two changes. He requested direct left-in and left-out vehicular access from his property to Centennial Parkway. Such access is presently not available as there is a concrete median island on Centennial Parkway. He also asked to have sidewalks constructed in front of his property.

### A. MEDIAN ISLAND CUT

Staff have discussed the matter with Mr. Rivero in the past. The City Traffic Department and the Regional Engineering Department are agreeable to allowing the median cut. However, in order to ensure traffic safety, which is the reason for the presence of the median island, several conditions must be placed on the median cut. These are:

- The median cut cannot be placed directly adjacent to the driveway to No. 54 Centennial Parkway North. Such a location would place the median cut in direct conflict with a major driveway entrance to Eastgate Square and would cause substantial conflicts, congestion and collisions. The recommended location for the median cut would be approximately 40 metres north of the Eastgate Square entrance.
- A new driveway would have to be constructed to serve No. 54, 58 and 68 Centennial Parkway North. This driveway would be located to align with the proposed median cut. The new driveway would be located approximately 25 metres north of the existing driveway for Nos. 54 and 58 Centennial Parkway North. It would require internal site modifications, such as revised landscaping. The three properties now have an informal arrangement for joint internal access. If the modifications were made, a formal agreement would be appropriate to ensure access is protected in the event of a change in ownership of one of the properties.
- The new driveway would require a new driveway approach.
- The cost of the removal of a portion of the concrete median island and restoration of the roadway and the cost of the new driveway approach would be entirely the responsibility of the adjacent property owner or owners. This is consistent with other similar projects of this nature in Hamilton including a recent median cut on Centennial Parkway north of the location under discussion. The estimate from the Regional Engineering Department of the cost of the island cut and restoration is approximately \$34,000, based on 1990 costs. The estimated cost of the new driveway approach and the portion of the new driveway on the City road allowance is \$1200. Additional costs would be incurred by the adjacent land owners for site landscaping modifications, and additional paving for the new driveway.

To summarize, a median cut is recommended, provided that the location of the cut is chosen not to interfere with the existing entrance to Eastgate Square and provided that all costs of necessary construction are borne by the adjacent property owners.



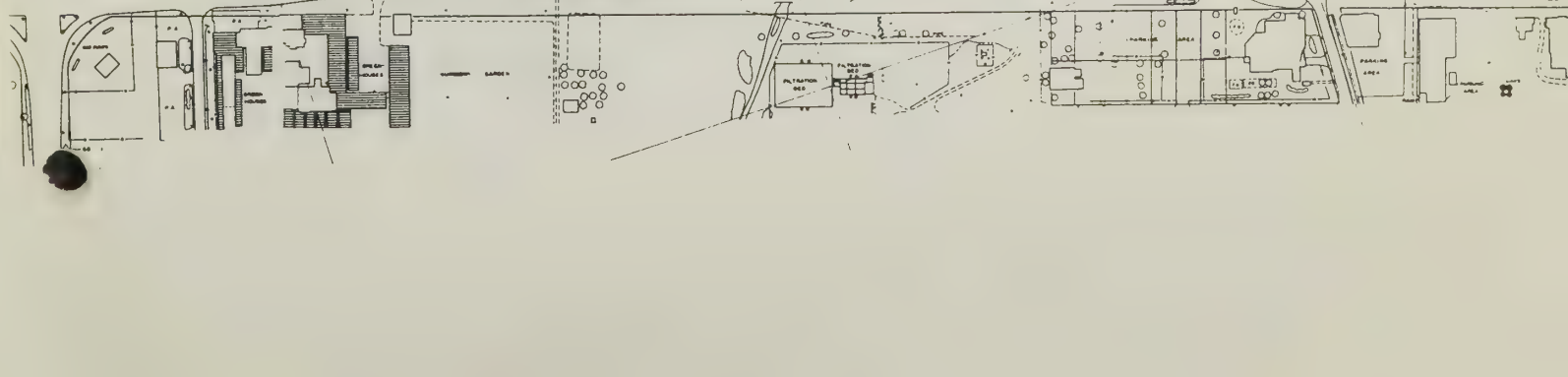
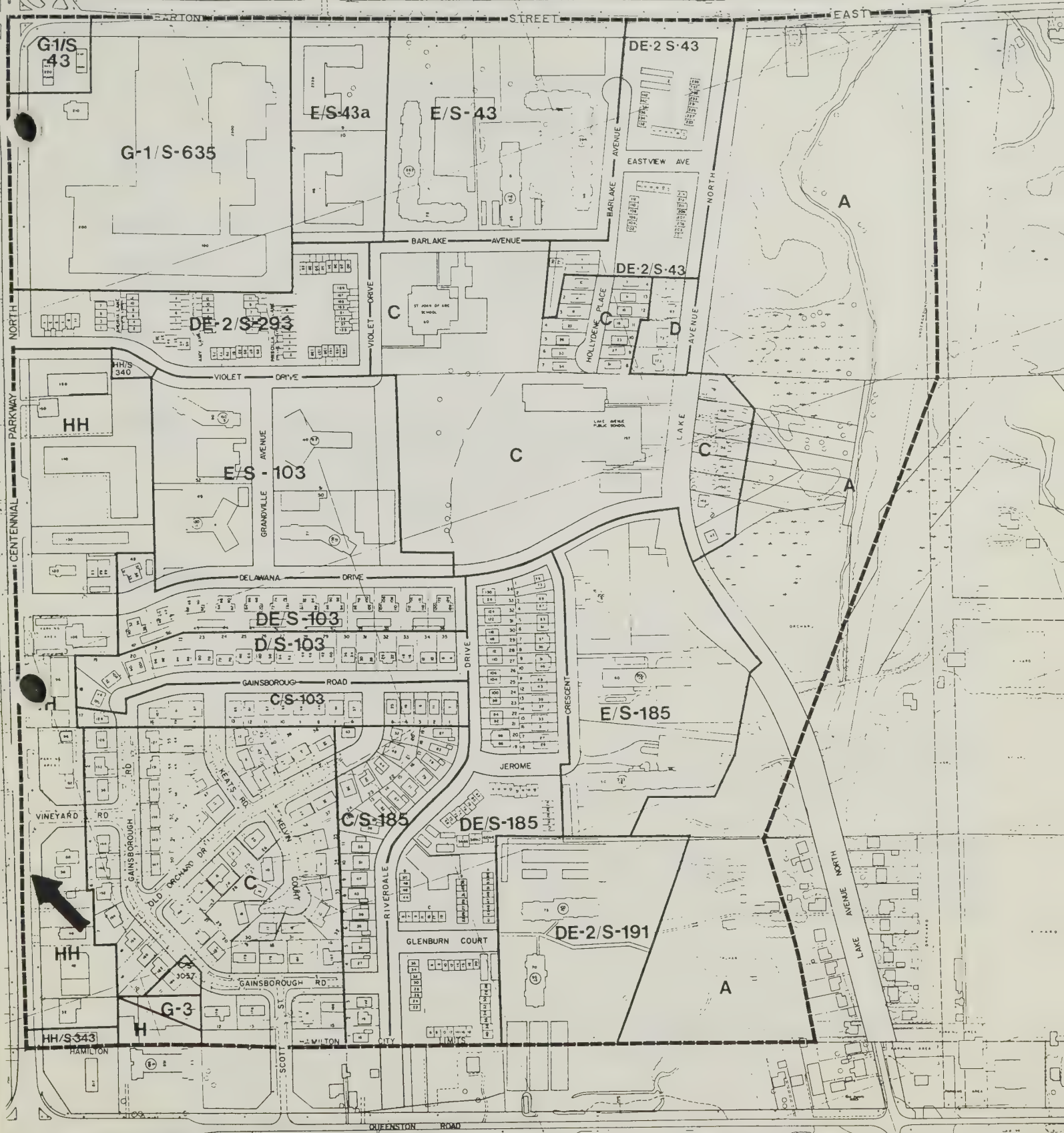
## B. SIDEWALK CONSTRUCTION

There are presently no sidewalks on the east side of Centennial Parkway between Queenston Road and Vineyard Road, the area of Mr. Riverso's property.

A path worn in the grass indicates that pedestrians walk in this area. The installation of a sidewalk would therefore be advantageous.

The Regional Engineering Department has advised on the subject of sidewalks. The policy of the City of Hamilton is all first-time sidewalk installation be constructed as outlined in the Local Improvement Act and the City of Hamilton by-law 10605. The total cost of independent concrete sidewalks is estimated at \$25,900 with the cost to abutting property owners estimated at \$18,000.

Installation of sidewalks may be undertaken with the consent of two-thirds of the adjacent owners representing at least one-half of the assessed value of the lands. It is recommended that Mr. Riverso initiate a petition and attempt to gain the required support. Previous experience has shown this method to be more successful than that of the City issuing the petition. Mr. Riverso was informed of this in 1988, but to date, no petition has been forthcoming.







4.

CITY OF HAMILTON

- RECOMMENDATION -

SEP 24 1990

**DATE:** 1990 September 20

**REPORT TO:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. D. W. Vyce  
Director of Property

**SUBJECT:** Refund of Deposit - Application to close  
alleyway - north of King Street East between  
Wellington and West Avenue - Trillium  
Funeral Services Corp.  
(30.1.43 - 4509)

**RECOMMENDATION:**

- a) That Item 26(b) of the 16th Report of the Transport and Environment Committee adopted by City Council on September 30, 1986 for closure of the alleyway on the north side of King Street between Wellington and West Avenue be rescinded in its entirety due to objections received to the proposed alley closing.
- b) That Item 4 of the 5th Report of the Transport and Environment Committee adopted by City Council on March 8, 1988 for the sale of the east portion of the said alley to be closed to Trillium Funeral Services Corporation for the total amount of \$17,690.00 be rescinded in its entirety, and
- c) That the City Solicitor be authorized and directed to refund the deposit in the amount of \$1,800.00 received from the purchaser as this alley sale is being cancelled due to objections received to the proposed alley closing. This refund is to be charged to Account No. CH 4X501 00102 (Sale of Land, Property Purchases).

  
D. W. Vyce

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

See above recommendation.

**BACKGROUND:**

Trillium Funeral Services Corporation submitted an application for the closure of this alley. Due to objections received, the closure did not proceed and the owner is now requesting that the \$1,800.00 deposit paid be returned to him.

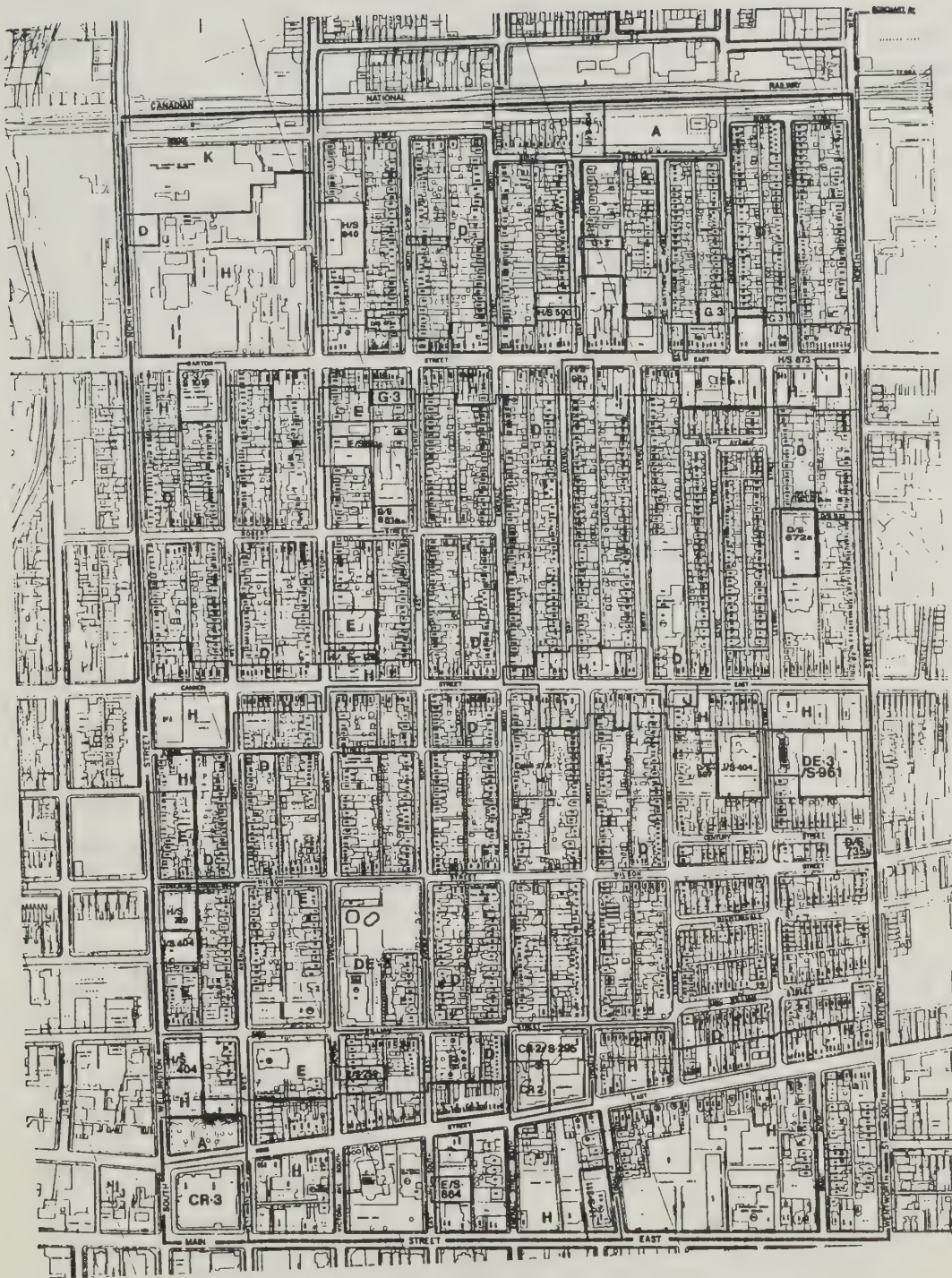
Attach.

c.c. Mrs. P. Noé Johnson, City Solicitor

Mr. E. C. Matthews, Treasurer

Mr. R. Douglas, Manager of Field Surveys

Mr. T. Gill, Acting Commissioner of Engineering  
Attention: Mr. J. Clairmont



<table border="1"> <tr> <td>106</td> <td>86</td> <td>78</td> </tr> <tr> <td>10</td> <td>85</td> <td>48</td> </tr> <tr> <td>31</td> <td>125</td> <td>124</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	106	86	78	10	85	48	31	125	124	<p>CITY OF HAMILTON</p> <p><b>LANDSDALE</b></p> <p><b>ZONING</b></p>
106	86	78								
10	85	48								
31	125	124								
<p>Neighbourhood Boundary</p> <p>Zoning Boundary</p> <p>Prepared for The City of Hamilton by the Planning and Development Department of the Regional Municipality of Hamilton-Wentworth</p>	<p>Scale 1" = 500'</p> <p>6608</p> <p>JUNE 1988</p> <p>95</p>									





## FOR ACTION

SEP 24 1990

5.

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

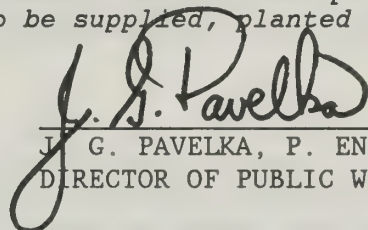
DATE: 1990 September 24  
COMM FILE: 3-14.1  
DEPT FILE: 90-6075

SUBJECT: Tree Planting on Road Allowances

RECOMMENDATION:

*That an expansion of the appropriation for tree planting by \$10,000 from \$92,200 to \$102,200 be considered during the 1991 Current Budget deliberations to respond to the citizens' requests and increase the number of trees being planted annually from 920 to 1,020 by the City along municipal road allowances.*

*That both School Boards be requested to create an activity within their respective budgets to provide for trees on school board properties and to respond to teachers' requests for trees to be supplied, planted and maintained.*

  
J. G. PAVELKA, P. ENG.  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS

A \$10,000 increase over the \$92,200 appropriation would mean an 11% increase.

BACKGROUND:

Annually the City of Hamilton plants a significant number of trees on municipal road allowances in response to residents' requests. Approximately 1,000 trees, not including subdivisions, will be planted this year, 1990.

This program has proven to be particularly attractive. Already today, the Public Works Department has so many requests, it will take this fall's tree planting and the spring and most of the fall of 1991 to respond to these requests.

The following table outlines the appropriations for bare root tree planting over the past 5 years.

YEAR	APPROPRIATION	% INCREASE
1986	\$62,000	
1987	\$79,700	+28.5%
1988	\$83,900	+ 5.3%
1989	\$88,100	+ 5.0%
1990	\$92,200	+ 4.7%

BACKGROUND (CONT'D)

To respond to the overwhelming request for trees to be planted, it appears appropriate to consider increasing the appropriation for tree planting next year, 1991. Accordingly, an expansion package will be prepared for the Committee's consideration.

Boards of Education

Compounding the City's job in planting trees on the road allowance and in City parks is the fact that neither of the school boards have a formal tree planting program for school board properties. Alternatively, if they do have a program it is very limited.

Consequently, it is not unusual to have school teachers from various schools asking the City of Hamilton's Public Works Department to supply and plant trees for school initiatives such as Arbour Day. On other occasions when school teachers want to present environmental issues to their students involving trees, the Boards of Education staff knowing that their budgets can't supply the stock being requesting, advise the school teachers to contact the Public Works Department.

More recently, this problem has been even further amplified because local residents, wanting to see trees planted by the school have contacted the specific principals to pursue this idea. In turn the Board of Education staff again knowing that they do not have sufficient budget have approached the City's Public Works Department to supply and plant trees.

Aside from supplying and planting trees, it is important that the trees be watered regularly initially to promote growth. On this basis, there is some additional maintenance funding required during at least the first year. Incidentally, this problem of watering the trees is considerably easier for the individual school superintendents who have access to water on site than for the Public Works Department, who would have to bring in a water truck to water the stock.

Tree planting on school board properties is further complicated because of the children weaving in and out of the newly planted trees. It is possible to overcome this hurdle by properly planning where and how the trees are planted.

In conclusion, as the City of Hamilton is trying to increase the number of trees and by continuing with its tree planting programs along the road allowances and within City parks, it appears reasonable to ask both School Boards to strike a similar activity within their respective budgets to provide trees on school board properties and to respond to their own school teachers' requests for trees to be supplied, planted and maintained.

JGP/rb

cc B. Chrystian, Manager of Parks  
J. Pook, Horticulturist



SEP 19 1990

F O R - A C T I O N

6ai)

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 Sept. 10  
COMM FILE: 3-11.9.12  
DEPT. FILE: T103-23

SUBJECT

Temporary Street Closure for a Road Race on Sunday, October 28, 1990  
from 9:30 a.m. to 12:30 p.m.

RECOMMENDATION

That the application of the Hamilton Harriers (RR #1 Canfield, Ontario, NOA 1C0) to temporarily close Jackson Street between James Street South and Hughson Street South on Sunday October 28, 1990 from 9:30 a.m. to 12:30 p.m. to hold a road race, subject to the following conditions:

- a) That the applicant receive a "Temporary Street Closure Application" approval form the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, if deemed appropriate on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

continued...

-Page 2-

September 10, 1990

Temporary Street Closure for a Road Race on Sunday October 28, 1990  
from 9:30 a.m. to 12:30 p.m.

Continued....

- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
  - g) That all property owners and tenants along the closed portion of the street be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering;
- be approved

*E.M. Gill*

---

E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Ed Hicken, agent on behalf of the Hamilton Harriers, to hold a road race on Sunday, October 28, 1990 from 9:30 a.m. to 12:30 p.m.

The Regional Police Department have reviewed the area of the event and they indicate that appropriate traffic control and detour routes can be provided for the festival.

*JKC* JKC:rbo

cc: Staff Sgt. Martin, Regional Police Department  
cc: J.G. Pavelka, Director of Public Works  
cc: M.F. Main, Director of Traffic Services

6a.ii)

F O R - A C T I O N

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 Sept 10  
COMM FILE: 3-11.9.12  
DEPT. FILE: T103-23

SUBJECT

Temporary Street Closure for a Street Dance on Saturday September 15, 1990 from 6:00 p.m. to 11:00 p.m.

RECOMMENDATION

That the action of the Commissioner of Engineering be confirmed in authorizing:

The application of Douglas Srigley to temporarily close Mount Pleasant Drive between Pearson Drive and Templemead Drive on Saturday Sept. 15, 1990 from 6:00 p.m. to 11:00 p.m. to hold a street dance subject to the following conditions:

- a) That the applicant receive a "Temporary Street Closure Application" approval form the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, if deemed appropriate on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

continued...



-Page 2-

September 10, 1990

Temporary Street Closure for a Street Dance on Saturday September 15, 1990 from 6:00 p.m. to 11:00 p.m.

Continued....

- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the street be notified of the street dance by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering to be approved.

*Ted Gill*

---

E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Douglas Srigley, agent on behalf of the residents of Mount Pleasant Drive, to hold a street dance on Saturday September 15, 1990 from 6:00 p.m. to 11:00 p.m.

The Regional Police Department have reviewed the area of the street dance and they indicate that appropriate traffic control and detour routes can be provided for the event.

*440* JKC:rbo

cc: Staff Sgt. Martin, Regional Police Department  
cc: J.G. Pavelka, Director of Public Works  
cc: M.F. Main, Director of Traffic Services

SEP 24 1990

F O R   A C T I O N

6b

REPORT TO:        T. AGNELLO, SECRETARY  
                      TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:             E. M. GILL, P.ENG.  
                      ACTING COMMISSIONER OF ENGINEERING

DATE:    September 18, 1990  
COMM FILE:    3-11.10.2  
DEPT FILE:    821-55

SUBJECT:

Increase in the City's portion of the cost to construct independent concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue.

RECOMMENDATIONS:

- a) That an increase in cost of \$20,000, from \$120,225 to \$140,225, be provided for the construction of independent concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue.
- b) That the Finance and Administration Committee be requested to recommend the amount and source of funds to be provided for the increase in cost of this Capital Project.

*E. M. Gill*

\_\_\_\_\_  
E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The additional amount required is \$20,000. Therefore, it is necessary to increase the City's share by \$20,000.

Provision for these works has been provided for in the 1990-1994 Capital Budget.

BACKGROUND:

This project was approved by Council on July 31, 1990, as Section 12 of the 10th Report of Committee.

Cont'd ...

-Page 2-  
September 18, 1990

Increase in the City's portion of the cost to construct independent concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue.

Cont'd ....

Tenders have been received for this work with the low bid exceeding the estimated cost. With allowances for engineering, overhead and contingencies, the increase in the City's share is \$20,000.

LR:ccc

cc: E. C. Matthews, City Treasurer  
cc: G. Lawson, Commissioner of Finance  
cc: K. Avery, Clerk, City of Hamilton  
cc: D. Y. Onishi, Director of Engineering Services  
cc: P. Noe Johnson, City Solicitor



SEP 24 1990

F O R   A C T I O N

6c

REPORT TO:    T. AGNELLO, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            E.M. GILL, P. ENG.  
                  ACTING COMMISSIONER OF ENGINEERING

DATE: 21 Sept 90  
COMM FILE: 3-11-7  
DEPT FILE: T103-37

SUBJECT:

Banner Display Application  
September 22, 1990 to September 29, 1990

RECOMMENDATION

That the action of the Commissioner of Engineering be confirmed in authorizing:

The application of the CANADIAN DAIRY CYCLING CHALLENGE to display a promotional banner across Main Street West in front of City Hall, from Thursday September 27, to Saturday September 29, 1990 with the following message:

START/FINISH CANADIAN CYCLING CHALLENGE

*Ted Gill*

\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$215.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Hollis Communication Inc. agent, for the Canadian Dairy Cycling Challenge requesting permission to display a promotional banner across Main Street West, in front of City Hall. The week of September 24, to October 1 had previously been awarded to Boris Brott. The applicant has received permission from Mr. Brott to have use of the banner space for the above mentioned time. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because the Canadian Dairy Cycling Challenge has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:rbo



6d

F O R - A C T I O N

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

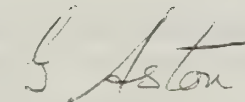
DATE: Sept 25, 1990  
COMM FILE:  
DEPT. FILE: S726-118

SUBJECT

Establishment of Annabelle Street extension by By-Law

RECOMMENDATION

That approval be given to establish an extension to Annabelle Street by By-law and that staff be directed to take the required steps to implement the extension.

*per*   
\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

Not applicable as all financial matters will be dealt with through a subdivision agreement.

Cont'd....



Page -2-

September 25, 1990

Cont'd....

BACKGROUND

Urbex Management Ltd. of 158 Hester Street, Hamilton, wrote to your Committee on May 31, 1990 requesting that Committee consider establishing an extension to Annabelle Street by By-Law.

The establishment of Annabelle Street by By-law would permit the Land Division Committee to consider the establishment of building lots by approval through that Committee.

The owner's proposal is to develop approximately 20 single family homes along a new street between Annabelle Street and Chesley Street. The street and the lots would be established in what used to be the large backyards of houses built in the fifties. The concept complies with the approved Neighborhood Plan.

The establishment of streets by By-law and the creation of many lots by severance is usually not encouraged because of the manner in which lands are legally described, and other matters such as lot grading. However, there is merit for doing it in this case because the development is essentially infilling. More importantly, because of the nature of land assembly, land titles approval (a Provincial requirement) would be a long and costly process and would be expected to take well over a year.

The developer has undertaken to satisfy all City and Regional financial and engineering conditions.

KAB:rbo

SEP 24 1990

FOR ACTION

6e

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 September 20  
COMM FILE:  
DEPT FILE: E308-02C


SUBJECT

PPM Canada Inc. Decontamination of PCBs for Laidlaw Waste Systems

RECOMMENDATION

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

- a) The City of Hamilton has no objection to PPM Canada Inc. carrying out PCB decontamination of 6 819 litres of PCB contaminated transformer oil for Laidlaw Waste Systems at 470 Kenora Avenue North in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- b) No specific City of Hamilton or Regional permits are required for the work proposed by PPM Canada Inc.;
- c) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

  
\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Laidlaw Waste Systems, in an effort to improve the environment, has hired PPM Canada Inc. to carry out on-site PCB decontamination at 470 Kenora Avenue North in Hamilton. The facility is owned by the Regional Municipality of Hamilton-Wentworth and is the Solid Waste Reduction Unit (SWARU).

Cont'd...

-page 2-  
1990 September 20

PPM Canada Inc. Decontamination of PCBs for Laidlaw Waste Systems

Cont'd...

BACKGROUND (Cont'd)

PPM Canada Inc. has made application to the MOE for site approval to carry out the PCB decontamination. The application by PPM Canada Inc. to the MOE covers the destruction of 6 819 litres of PCB contaminated mineral oil contained in a storage tanks. The mineral oil contains less than 2,500 parts per million (ppm) of PCBs.

PPM Canada Inc. and the PCB destruction technology used by this company has been fully recognized and approved by the MOE. The decontamination process involves a chemical reaction in which the PCBs are destroyed through dechlorination. The reaction occurs inside a mobile processing unit (MPU). The oil is circulated through the process until it contains a non-detectable level of PCBs (less than 2 ppm). Materials which contain PCBs at concentrations greater than 50 ppm are considered to be PCB waste.

The cleansed oil will be received and processed by a MOE approved company, Safety Kleen of Breslau.

The work proposed by PPM Canada Inc. is fully detailed in its site application for Certificate of Approval submission to the MOE. A copy of this submission is available from the Regional Engineering Department.

The PCB decontamination process will be carried out entirely on the SWARU property. The 470 Kenora Avenue North Site is located in an industrial district.

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work, once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

PPM Canada Inc. officials will schedule the work to be carried out a period of seven consecutive days, commencing November 20, 1990, once MOE approval is granted.

EAG/cb



6fi)

FOR INFORMATION

REPORT TO: T. AGNELLO, Secretary  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 09-24-90  
COMM FILE:  
DEPT FILE: E308-01

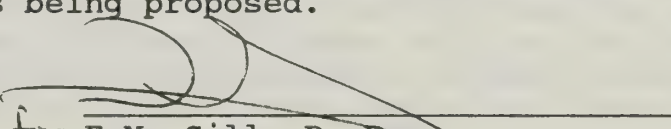
SUBJECT

Philip Environmental Corporation Application for a Certificate of Approval for a waste disposal site.

RECOMMENDATION

That the local Approvals Branch of the Ministry of the Environment (M.O.E.) be informed that:

- a) The City of Hamilton concurs with the Ministry's opinion that the Philip Environmental Corporation proposal does not require a hearing by the Environmental Assessment Board;
- b) The City of Hamilton does not object to the proponent developing and establishing a solid waste processing facility provided that the proposed activities comply fully with all City and Regional By-Laws and regulations normally associated with the type of activities being proposed.

  
for E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Philip Environmental Corporation, a Hamilton based waste processing firm has requested the Ministry's (M.O.E.) approval to establish a facility to process and store up to 3600 tonnes per day of solid non-hazardous waste including tires, wood, metals, wallboard, white goods, cleaned drums, shingles, plastics and various paper products. The major category, 1600 tonnes of total tonnage per day, is tires.

Cont'd...

-page 2-

Cont'd...

The facility which is located at 799-800 Parkdale Avenue North in Hamilton, will initially operate 250 days per year on one shift, with a second shift to be added as both the sources of raw materials and markets for the recyclable materials develop. At maximum capacity, the site will operate year round on a three shift basis for processing. Receiving activities will be limited to a schedule of 7:00 am to 11:00 pm.

Outside storage will be limited to processed materials in containers and vehicles, awaiting shipment to markets. The proponent is of the opinion that air pollution control devices at the Materials Recycling Centre will not be required initially. However, when the recycling activities which require air pollution control equipment are initiated the proponent will submit a separate application form for a Certificate of Approval (Air) to the Ministry for consideration.

Philip Environmental Group has satisfactorily served the waste disposal needs of a wide range of both the public and industrial sector. Cognizant of the Ministry's and the Region's solid waste reduction objectives Philip officials have determined that they can offer effective disposal options for the types of solid waste which the Region is not licensed to accept at its facilities.

Although generally perceived as a positive addition to the local solid waste management system, the proposal needs to be assessed and reviewed by the various government agencies which normally have jurisdiction over air quality, waste water discharges into sanitary sewers, zoning, noise, dust control, traffic and a range of other regulatory activities which apply to processing.

U. VT/cb

# PHILIP

## ENVIRONMENTAL GROUP

*Copy Sent Via fax Sept 20/90.*

P.O. Box 423, Station "B", Hamilton, Ontario L8L 7W2  
Tel: (416) 577-6960 Fax: (416) 577-6411 In Watts: 1-800-668-9599

*SEP 24 1990*

September 20, 1990

Miss Tina Agnello  
Legislative Assistant/Secretary  
Transportation and Environment Committee  
City Clerks Department  
City Hall  
71 Main St. W.  
HAMILTON, Ontario  
L8N 3T4

Dear Miss Agnello:

Further to our telephone conversation of the 19th September, please be advised that, should the report for the Application for a Waste Transfer and Processing Facility be on the agenda for October 1st for the Transportation and Environment Committee, we would like to be listed as a delegation for that meeting. However, not necessarily to make a presentation, but be available to meet and answer any questions which the Committee may have in regards to our proposal.

We further appreciate any effort you may make to ensure that it does, in fact, get on the agenda for the above-mentioned date.

Thanking you in advance and we trust this will not meet with any difficulty.

Yours sincerely,

PHILIP ENVIRONMENTAL GROUP

*Allen Fracassi /dc*

Allen Fracassi  
President

AF/dc





6fii)

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 09-24-90  
COMM FILE:  
DEPT FILE: E308-01

SUBJECT

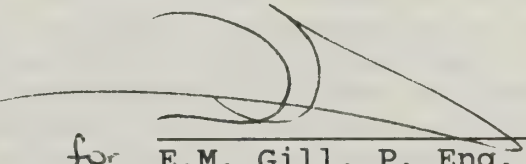
Hotz and Sons Company Inc. Application for a Certificate of Approval  
for a Waste Disposal Site

RECOMMENDATION

That the local Approvals Branch of the Ministry of the Environment  
(MOE) be informed that:

- a) The City of Hamilton has no objection to Hotz and Sons Company Inc. establishing a transfer station for asbestos waste at 30 Landsdowne Avenue in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully.
- b) The City of Hamilton concurs with the MOE position that a hearing by the Environmental Assessment Board is not required.

for

  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The West Central Branch of the Ministry of the Environment (MOE) has received an application from Hotz and Sons Company Inc. for the certification of a waste disposal site to be located at the company's 30 Landsdowne Avenue facility in Hamilton.

Cont'd...

Hotz and Sons Company Inc. Application for a  
Certificate of Approval for a Waste Disposal Site

BACKGROUND (Cont'd)

The MOE is requesting the City of Hamilton's comments with respect to the need or otherwise for a hearing by the Environmental Assessment Board before a Certificate of Approval is issued to Hotz and Sons Company Incorporated.

The company, which is already licensed to accept a broad range of non hazardous solid waste from throughout Ontario, wishes to expand its service to include asbestos waste. The storage capacity of the proposed asbestos transfer station is 240 cubic metres. This capacity is sufficient to accommodate the waste volumes generated locally by asbestos removal contractors.

The proponent expects to receive, and prepare loads of asbestos waste for shipment to final disposal sites which the Ministry has licensed and which are currently operating under a valid Certificate of Approval. Under no circumstances will asbestos waste be permitted to be stored indefinitely at the proposed facility.

As a result of increased awareness of the possible health effects that could occur with exposure to asbestos materials, a significant amount of asbestos removal activity is taking place throughout out Region. The principal areas of activity include schools, office buildings and a variety of public places. Because of a serious absence of practical and cost-effective disposal options in the Region much of the asbestos waste removed from buildings has been stored in sealed plastic bags indefinitely thereby causing an additional and unnecessary potential health risk.

At the present there is only one viable disposal option for asbestos waste in the Region. Municipal staff who deal with waste management issues believe that the facility being proposed by Hotz and Sons will provide an additional level of convenience, and represents a significant benefit to the community.

ERG/Vt/cb





Ontario

Ministry  
of the  
EnvironmentMinistère  
de  
l'EnvironnementWest  
Central  
RegionRégion  
du  
Centre-Ouest

September 12, 1990

RECEIVED

SEP 13 1990

119 King St W  
12th Floor - Box 2112  
Hamilton Ontario  
L8N 3Z9  
416 521-7640119, rue King ouest  
12<sup>e</sup> étage - Casier 2112  
Hamilton (Ontario)  
L8N 3Z9  
416 521-7640

E. A. Simpson  
City Clerk  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

CITY CLERKS

Dear Mr. Simpson:

RE: Hotz and Sons Company Inc. Application for a Certificate  
of Approval for a Waste Disposal Site (transfer)

The West Central Region of the Ministry of the Environment has received an application from Hotz and Sons Company Inc. for the certification of a waste disposal site to be located at 30 Landsdowne Avenue, Hamilton, Ontario.

The company has requested approval for the operation of a transfer station for asbestos waste. The company has applied to service the Province of Ontario. The storage capacity of the site is 240 cu. meters and the company would dispose of asbestos at any site for which a Provisional Certificate of Approval has been issued permitting the waste to be disposed of at the site.

In our review of this matter, we have concluded that a hearing by the Environmental Assessment Board is not required and intend to recommend to the Director that a hearing not be held in this instance. As you may be aware, the Director has discretion under the Environmental Protection Act, Part V to hold a hearing on applications of this type if he feels it is warranted. Should Council wish to make comments with respect to its attitude on the need or other wise for a hearing, it should contact this office by September 30, 1990.

Yours truly,

A. Zybura  
Approvals and Waste Management Unit  
West Central Region.

cc: Mr. R. Prowse, Clerk, Regional Municipality of  
Hamilton-Wentworth

AB/ks



SEP 24 1990

FOR ACTION

6fiii)

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 September  
COMM FILE:  
DEPT FILE: E309-20A

SUBJECT

Hamilton-Wentworth Third Sector Employment Enterprises  
Application for a Certificate of Approval for a Waste Disposal  
Site (Processing)

RECOMMENDATION

That the local Approvals Branch of the Ministry of the  
Environment (MOE) be informed that:

- a) The City of Hamilton has no objection to Hamilton-Wentworth Third Sector Employment Enterprises receiving a Certificate of Approval from the MOE for the continued operation of their resource recovery operation at 77 Niagara Street in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- b) The City of Hamilton concurs with the MOE position that a hearing by the Environmental Assessment Board is not required.

*Ted Gill*

---

E.M. Gill, P. Eng  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

Cont'd...



-page 2-  
1990 September 7

Cont'd...

#### BACKGROUND

The West Central Branch of the Ministry of the Environment (MOE) has received an application from Hamilton-Wentworth Third Sector Employment Enterprises for the certification of a waste disposal site (Processing) at the company's 77 Niagara Street facility.

The MOE is requesting the City of Hamilton's comments with the respect to the need or otherwise for a hearing by the Environmental Assessment Board before a Certificate of Approval is issued to Third Sector.

Third Sector is requesting a Certificate of Approval for its existing operation at 77 Niagara Street, which involves the separation and preparation of recyclable materials for shipment to various markets. No new activity is planned at the facility.

Third Sector has been using 77 Niagara Street as a processing facility for recyclable materials for the past ten (10) years. Given Third Sector's history as a recycling agency for the City of Hamilton and other municipalities in Hamilton-Wentworth Region it is felt that the activities carried out at this facility are a benefit to the environment and to the community and should be supported.

*EAG/*

69.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

SEP 18 1990

**DATE:** 1990 September 17

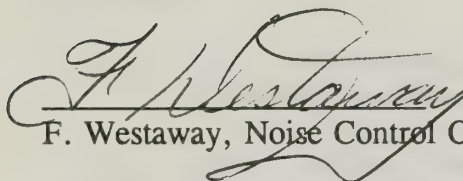
**REPORT TO:** Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

**FROM:** Mr. F. Westaway  
Noise Control Office

**SUBJECT:** Ministry of Transportation of Ontario Request for Noise  
Control By-law 79-292 Exemption - QEW

**RECOMMENDATION:**

- a) That the request from the Ministry of Transportation of Ontario for Noise By-law 79-292 Exemption be granted to the Ministry of Transportation of Ontario.
- b) That the Noise Control Officer for the City of Hamilton in conjunction with the Ministry of Transportation of Ontario, monitor and investigate all noise complaints that arise.

  
F. Westaway, Noise Control Officer

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**BACKGROUND:**

The Ministry of Transportation requests the exemption of the City of Hamilton Noise Control By-law 79-292 for widening of the QEW from Highway 20 to Pineland Avenue (2.3 km).

The contact work is scheduled to commence in spring/early summer of 1991 and continue for approximately one year. Night work is required to minimize disruption of traffic. The equipment to be used during night hours are dump trucks, graders, compactors, paving machines and backhoes.

The Ministry's normal practice is to include general noise control measures. If noise complaints arise, it was agreed that both the City Noise Control Officer and the Ministry of Transportation of Ontario investigate the complaints together.

c.c. E. M. Gill, P. Eng.

Acting Commissioner of Engineering



FILE NO. _____	
LETTER NO. _____	
JUN 19 1990	
COMM.	READ BY
ENG. PLNG.	
PLNT. OPER.	ANS. BY
INF. MAINT.	FILED BY
ENG. SERV.	
ADMIN.	

**Corporation of the City of Hamilton**  
**Memorandum**

\*\*\*\*\*

TO: Mr. E. M. Gill, P.Eng.  
Acting Commissioner of Engineering  
Attention: Mr. Geoff Aston, P. Eng.  
Manager of Transportation

YOUR FILE:

FROM: Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

OUR FILE:  
PHONE: 546-2727

SUBJECT: REQUEST FOR NOISE BY-LAW EXEMPTION - Q.E.W.

DATE: 1990 June 18

Attached for your information please find a copy of a letter dated June 12, 1990 from the Ministry of Transportation requesting an exemption from the City's Construction Noise By-law for the above-noted project.

Would you please undertake to prepare a report and recommendation for consideration by the Committee.



**Attachment**

c.c. Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

Mr. M. F. Main, P.Eng.  
Director of Traffic Services



Ontario

Ministry  
of  
Transportation

Ministère  
des  
Transports

RECEIVED

JUN 15 1990

CITY CLERKS

Planning and Design  
Environmental Unit  
Central Region  
1201 Wilson Avenue  
Atrium Tower, 5th Floor  
Downsview, Ontario  
M3M 1J8

Tel. # (416) 235-5544

June 12, 1990

Mr. E. A. Simpson  
Clerk  
City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Dear Mr. Simpson:

Re: Request for Noise By-law Exemption  
QEW - Highway Widening  
from Highway 20 to Pineland Avenue (2.3 km)  
W.P. 318-89-00

The Ministry of Transportation (MTO) is planning to widen the above-noted portion of the QEW. We are requesting an exemption from your local construction noise by-law for our contractor, on the basis that this work is necessary for the public good and for safety reasons.

The contract is currently scheduled to be awarded in the spring/early summer of 1991, and the work is expected to continue for approximately one year. An exemption is being requested at this point in our study so that construction staging may be determined. Night work is required to minimize disruption to traffic during detour preparation and widening of the highway.

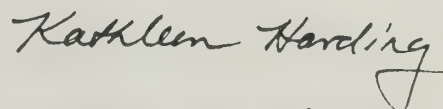
The proposed work, which would result in a core-collector system, includes widening from four to six lanes with paved shoulders, the construction of two-way north and south service roads, interchange improvements at Highway 20, drainage improvements and the provision of concrete traffic barriers within the QEW median.

Equipment such as dump trucks, graders, compactors, paving machines and back hoes will be used.

The Ministry's normal practice is to include general noise control measures in the contract package. This is in compliance with the MOE/MTO construction noise protocol. If noise complaints do arise, the Ministry will investigate and consider potential mitigation.

Please advise, on the basis of our activities, if this exemption is granted. If you require additional information, please feel free to contact me.

Yours truly,



Kathleen Harding  
Environmental Planner

KH:dd

c.c. T. Steele  
D. Wilson, Marshall, Macklin, Monaghan Ltd.





6h.

F O R - A C T I O N

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: L. FRANCO  
DIRECTOR OF ADMINISTRATION

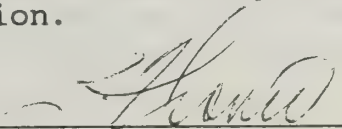
DATE: 1990 Sept 25  
COMM FILE: 3-11.9.12  
DEPT. FILE: E551-02

SUBJECT

Noise Abatement  
McMaster University Homecoming, October 18, 19 and 20, 1990

RECOMMENDATION

- a) That the Noise Control Officer together with an off duty police officer and cruiser respond to all noise complaints in connection with McMaster University Homecoming Weekend, October 18, 19 and 20, 1990 at a cost of approximately \$1,000.
- b) That the Finance and Administration Committee recommend the method of financing this operation.

  
\_\_\_\_\_  
L. Franco  
Director of Administration

FINANCIAL IMPLICATIONS

The current budget for noise pollution control (copy attached) for 1990 is \$71,600 of which \$67,600 is charged back to the City of Hamilton. This budget is close to being in overdraft at the present time, and in order to provide the noise policing during this weekend, the cost would be approximately \$1,000.

BACKGROUND

Mr. Frank Westaway, Noise Control Officer, has been requested to work on October 18, 19 and 20, 1990 to handle all potential noise complaints in the Westdale area that may be created by the McMaster University Homecoming Weekend.

This year there may be more of a problem with noise complaints, since McMaster University is not allowing on campus quad parties. In order to hand all the potential noise complaints during these three days, the assistance of an off duty police officer and cruiser is required so that there would be two persons responding to all noise complaints. However, the Noise Control Officer would be responsible for issuing a fine should a violation occur.

LF:ja

## PROGRAM COST SUMMARY

## PROGRAM: NOISE POLLUTION CONTROL

ACCOUNT NUMBER	DESCRIPTION	1989 BUDGET	1989 ACTUAL	1990 EXISTING	1990 CHANGE	1990 BUDGET	1990 EXISTING/1990 BUDGET/ 1989 BUDGET	1989 BUDGET
402600	EXPENDITURES							
51001	Salaries	36,500	39,650	39,100	0	39,100	7.12%	-100.00%
51601	Overtime	0	2,900	2,000	0	2,000	n/a	n/a
51801	Employee Benefits	6,300	6,300	7,300	0	7,300	15.87%	-100.00%
51805	Worker's Compensation	750	750	700	0	700	-6.67%	-100.00%
53901	Supplies	3,300	1,300	4,300	0	4,300	30.30%	-100.00%
55001	Rental - Car Pool	3,800	7,900	5,200	0	5,200	36.84%	-100.00%
55031	Telephones	0	0	1,200	0	1,200	n/a	n/a
58701	Cost Allocation - Eng. Admin.	16,950	15,800	11,800	0	11,800	-30.38%	-100.00%
	TOTAL EXPENDITURES	67,600	74,600	71,600	0	71,600	5.92%	-100.00%
402600	REVENUES							
48901	Miscellaneous	0	2,170	5,500	0	5,500	n/a	n/a
44036	Hamilton Noise Control Bylaw (City of Hamilton Recovery)	67,600	72,430	66,100	0	66,100	-2.22%	-100.00%
	TOTAL REVENUES	67,600	74,600	71,600	0	71,600	5.92%	-100.00%

## Existing Column Includes

53901	Supplies	
	Cellular Phone	900
	Computer Program	1,200
	Printer	300
	Monitoring Office Supplies	1,900
		4,300



## HAMILTON AIRPORT

## MEMORANDUM

ESSI-0 2

\*\*\*\*\*

TO: Mr. L. Franco  
Director  
Administration & Development

YOUR FILE:

FROM: Mr. F. Westaway  
Noise Control Office  
Engineering/Noise Pollution Control

OUR FILE:  
PHONE: (416)679-4682

SUBJECT: McMaster University Homecoming  
October 18, 19 and 20, 1990

DATE: 1990 September 18

The city of Hamilton's Noise Control Office has been requested to work the above noted dates in order to handle all noise complaints in the Westdale area that are created by McMaster University Students. The Homecoming Weekend is again, another extremely busy weekend for noise complaints from off-campus students and house parties.

It appears that this year will be more of a problem with noise complaints since McMaster University is not allowing on campus quad parties. Quad parties are where the residents on campus have out door parties. If you recall, it was a quad party at the Bates' residence on campus during the Frosh Week in September 1990 at McMaster that created a problem of over 100 people being arrested.

What I am requesting with the co-operation of both Alderman of the Ward, Mr. T. Cooke and Ms. M. Kiss is the following:

That the Noise Control Officer continue to respond to all noise complaints during these three days as they have done so for the past three years, only this time with the assistance of an off-duty police officer and cruiser. The purpose of working with the police officer is that there would be two persons responding to all noise complaints. The City Noise Control Officer would be responsible for issuing a fine should a violation occur.

In the past where there was a noise problem and the police were contacted by this office to respond for assistance, occasionally the time for responding by the police was well after one hour. This will hopefully be eliminated if the officer would be with the Noise Control Officer and both officers would respond together.

.../2

- 2 -

The total cost for the off-duty Police Officer and overtime for the Noise Control Officer would be \$1000.00. I would request that we work Thursday, Friday and Saturday evenings starting at 10:00 pm and ending at 4:00 am. The financing for a request like this would have to be available from some other means and not from the Noise Control Budget.

Could you please assist me in this matter or direct this matter to the appropriate persons for funding.

Yours truly,



*for* F. Westaway  
Noise Control Office

FW/mt

7a.

CITY OF HAMILTON

SEP 24 1990

- RECOMMENDATION -

DATE: 1990 September 17

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

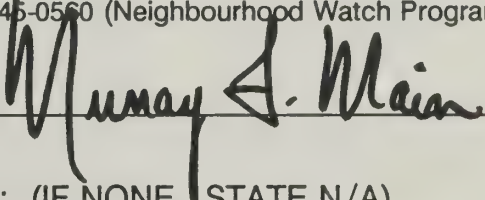
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Neighbourhood Watch Program for the Rosedale, Bartonville and Glenview West Neighbourhoods  
[TEC-222-90]

RECOMMENDATION:

- a) That the Rosedale, Bartonville and Glenview West Neighbourhoods be designated as Neighbourhood Watch Areas; and
- b) That the Neighbourhood Watch signs for the Rosedale, Bartonville and Glenview West Neighbourhoods be erected and maintained by the City Traffic Department as long as these neighbourhoods maintain an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary funds be charged to Account 0345-0560 (Neighbourhood Watch Program).

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

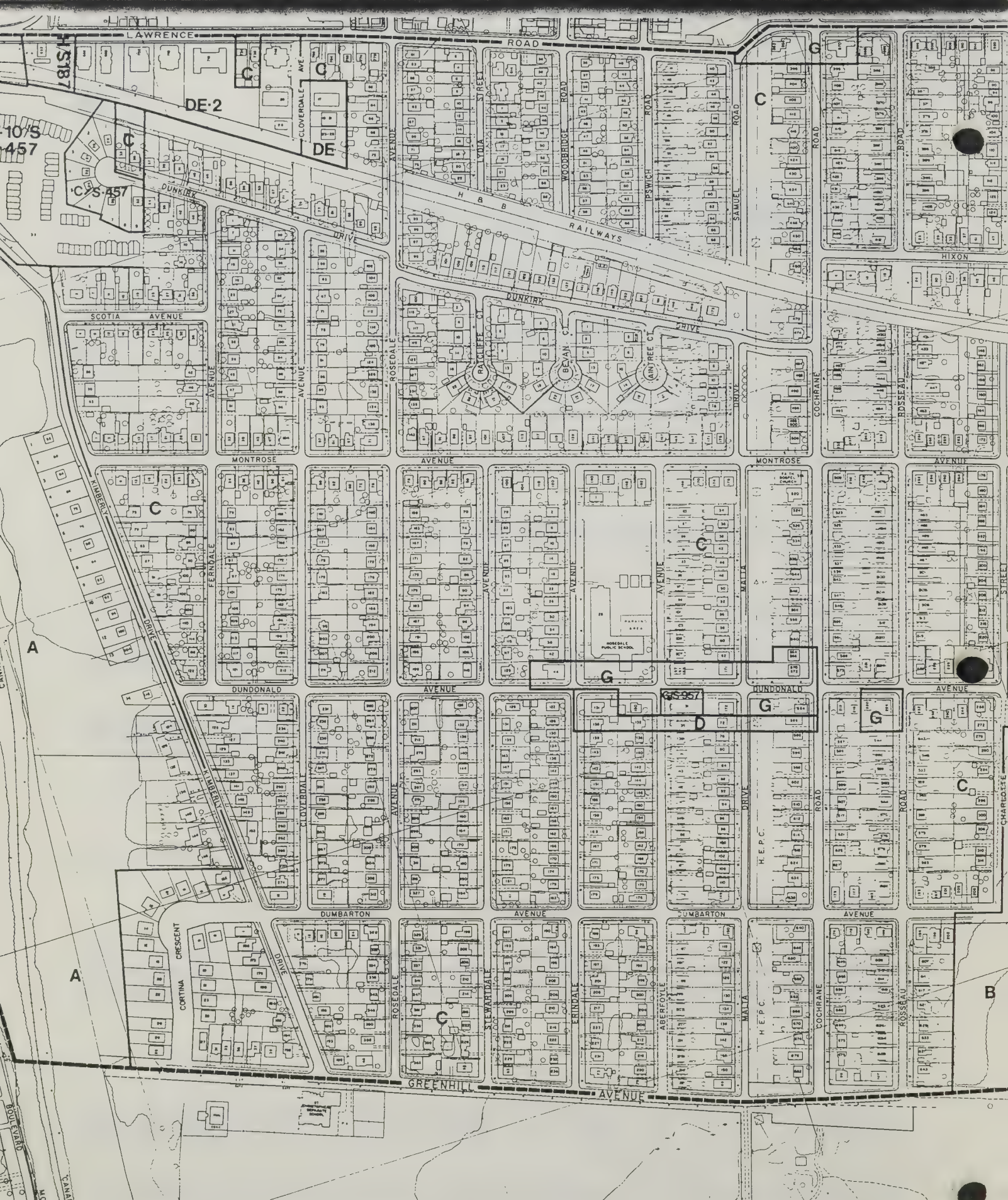
The estimated cost for these signs is \$1,100.00 for the Rosedale Neighbourhood, \$2,000.00 for the Bartonville Neighbourhood and \$1,300.00 for the Glenview West Neighbourhood. Presently, there is \$7,029.51 in the 1990 Neighbourhood Watch Program budget. Therefore, \$2,629.51 would remain in the budget for the remainder of 1990.

BACKGROUND:

The Regional Police Department has confirmed that the Rosedale, Bartonville and Glenview West Neighbourhoods have an active Neighbourhood Watch Program, and have requested that these neighbourhoods be signed accordingly.

Sufficient funds are available for the erection of Neighbourhood Watch signs in these neighbourhoods. Therefore, the Traffic Department concurs with this request.



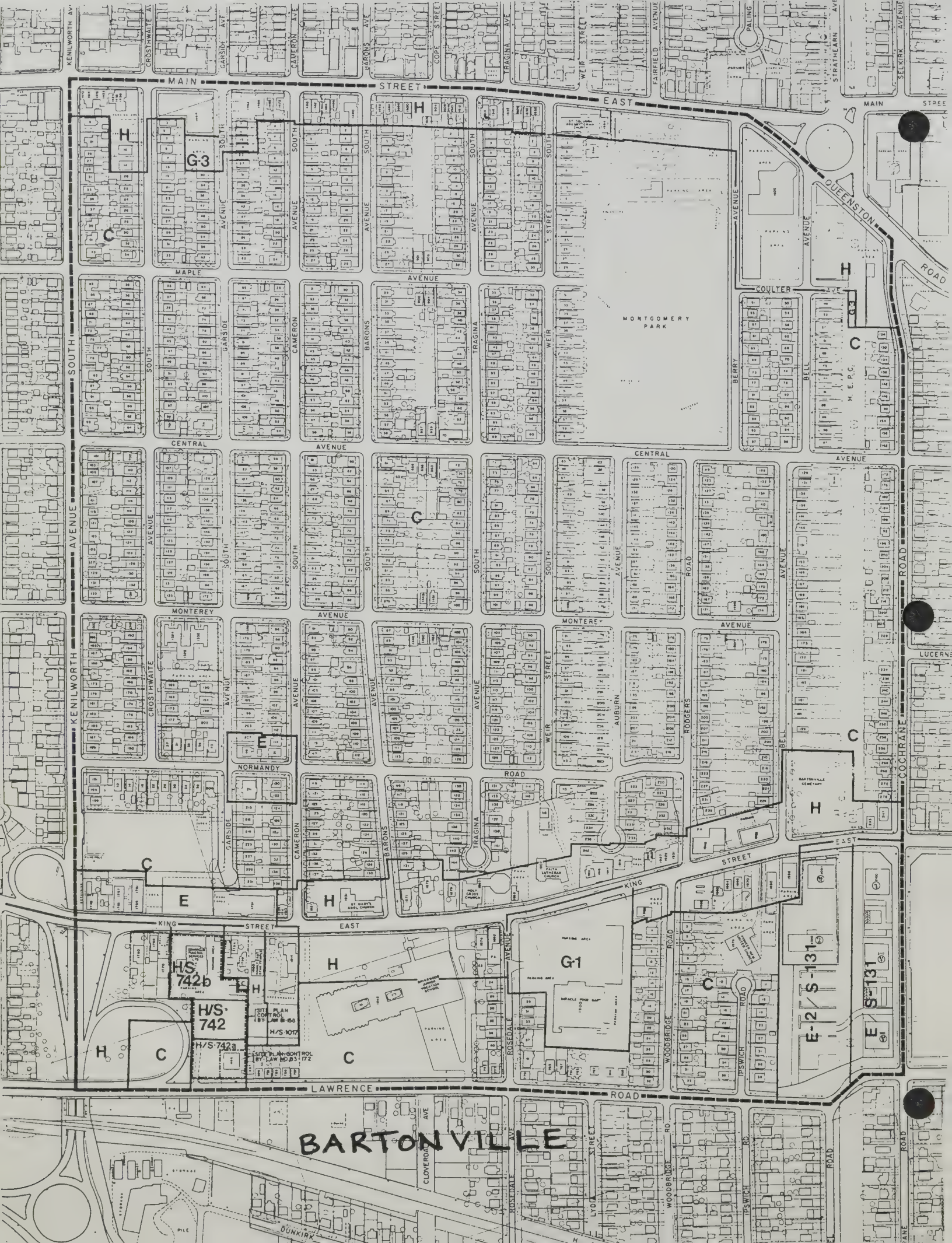


ROSEDALE



This is a detailed street map of a residential neighborhood in St. Louis, Missouri. The map shows a grid of streets and numerous small residential lots. Key streets include Queenston Road running horizontally across the top, and several vertical streets such as Cochrane Road, King Street, and Lawrence Road. The map shows a dense arrangement of small, rectangular lots, many of which are numbered. Some larger lots are labeled with 'H/S' (Half Section) or 'D/S' (Double Section) numbers, such as 'H/S 1042' and 'D/S 131'. The map also shows various other streets like Central Avenue, South Avenue, and Parkdale Avenue. The overall layout is a typical urban grid pattern.





# BARTONVILLE

HS-742b

H/S-742

H/S-742a

PLAN NO. 100 BY LAW NO. 31-72

H/S-107

E-2/S-131

S-131

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7b.

CITY OF HAMILTON

- RECOMMENDATION -

SEP 24 1990

DATE: 1990 September 20

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

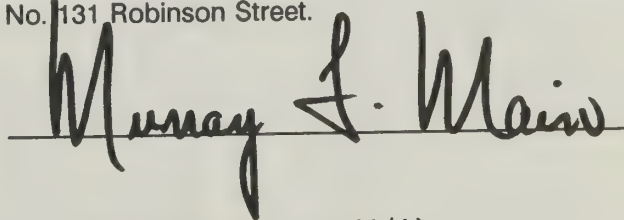
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

No. 131 Robinson Street - Application for a Time Limit Exemption Permit [TEC-226-90]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first three eligible applicants residing at No. 131 Robinson Street.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$72.00 in revenue each year from the sale of parking permits to residents at No. 131 Robinson Street.

BACKGROUND:

The Traffic Department has received a request from a resident of the four unit apartment building at No. 131 Robinson Street, that time limit exemption permits be issued to residents of this building. The building is located on the north side of Robinson, just west of Bay, and the applicant has indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit" regulation on Robinson.

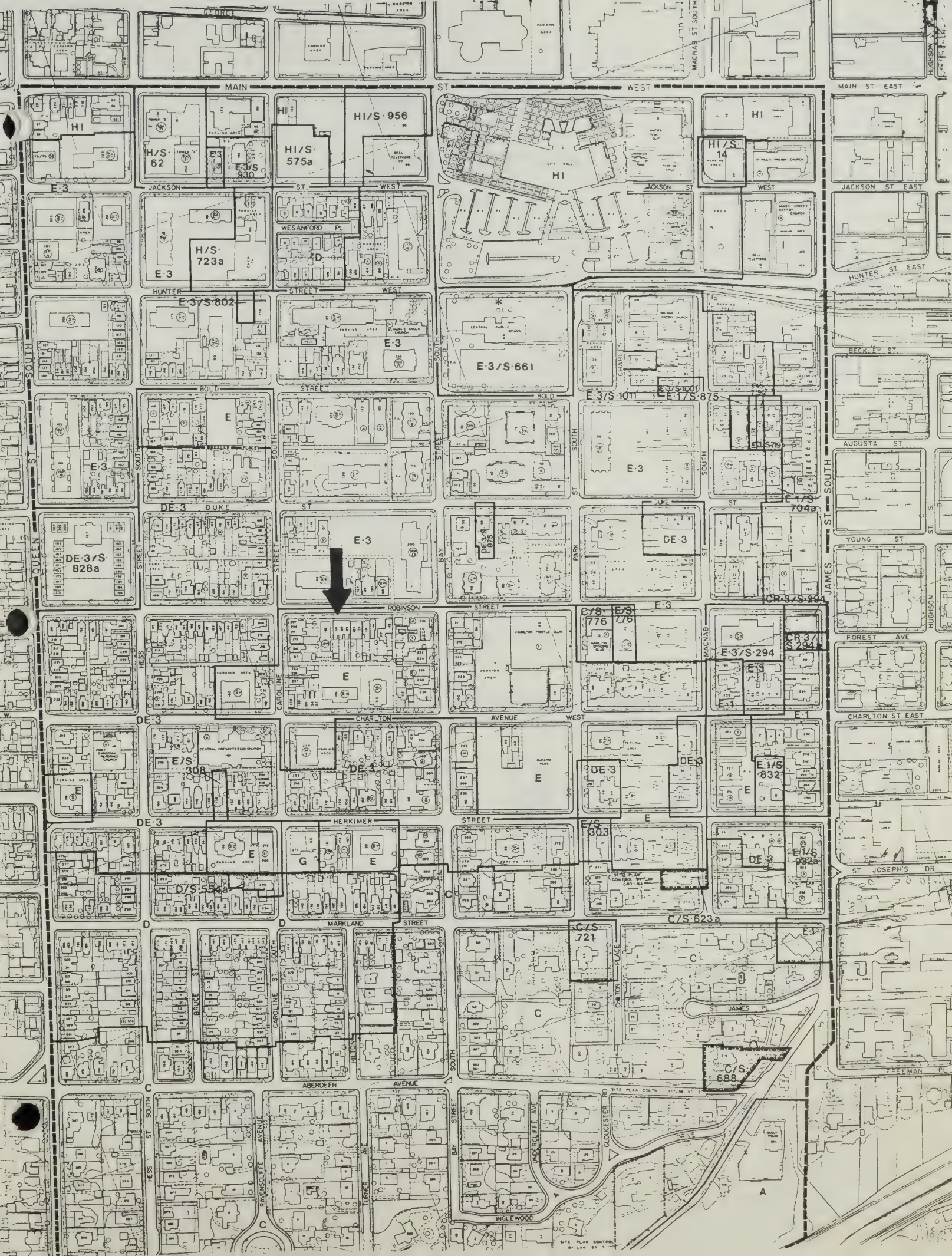
Investigation reveal that there are four dwelling units in the subject building, and that there is only one off-street parking space available on the property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings

and to residents of apartment buildings only under exceptional circumstances. The land use on Robinson in this area consist generally of single family homes and apartment buildings.

Periodic observations reveal that Robinson is moderately parked during the day, and since there has been a demand for time limit exemption permits in this area, it appears that the parking is generally residential parking. However, the issuance of time limit exemption permits to residents of this building should not create any serious parking problems for other area residents, since the street is not solidly parked.

The Zoning By-law requires that a minimum of four off-street parking spaces by provided for a new development of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current Zoning By-law requirements and it would be appropriate to issue a maximum of three parking permits to the residents of this building, on a first come first served basis.









8a.

## CITY OF HAMILTON

### - RECOMMENDATION -

SEP 24 1990

DATE: 1990 September 19

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

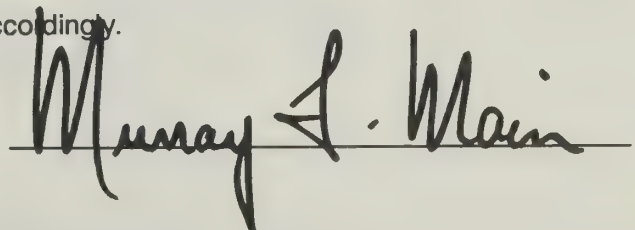
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

Colbourne Street between Park Street and Bay Street - Parking Regulation [TEC-224-90]

#### RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on both sides of Colbourne Street between Park Street and Bay Street; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first 23 eligible applicants residing on Colbourne Street, on a first come, first served basis; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$276.00 in revenue each year from the sale of the parking permits which would off-set the cost to some degree.

#### BACKGROUND:

The Traffic Department has received a petition signed by representatives of 11 of the 14 one, two and three family dwellings abutting Colbourne between Park and Bay, requesting that a "Permit Parking" regulation be

implemented on both sides of the street in this block. All eleven residents who signed the petition are in favour of the requested regulation.

Colbourne has a 30 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block.

An investigation has revealed that there are 23 legal on-street parking spaces in this block. It was indicated on the petition that 15 permits would be required by the 11 residents who signed the petition. Thus, 8 permits would be available for the three residents who were not contacted and the Traffic Department concurs with this request.







8b.

**CITY OF HAMILTON  
- RECOMMENDATION -**

SEP 24 1990

**DATE:**

1990 September 18

**REPORT TO:**

Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:**

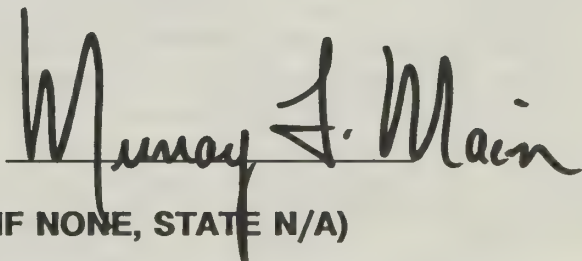
Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Caroline Street North between York Boulevard and Napier Street - parking regulations. (TEC-221-90)

**RECOMMENDATION:**

- a) That a "No Stopping, Wheelchair Loading" regulation be implemented on the west side of Caroline Street North commencing at a point 116 feet south of York Boulevard and extending to a point 40 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

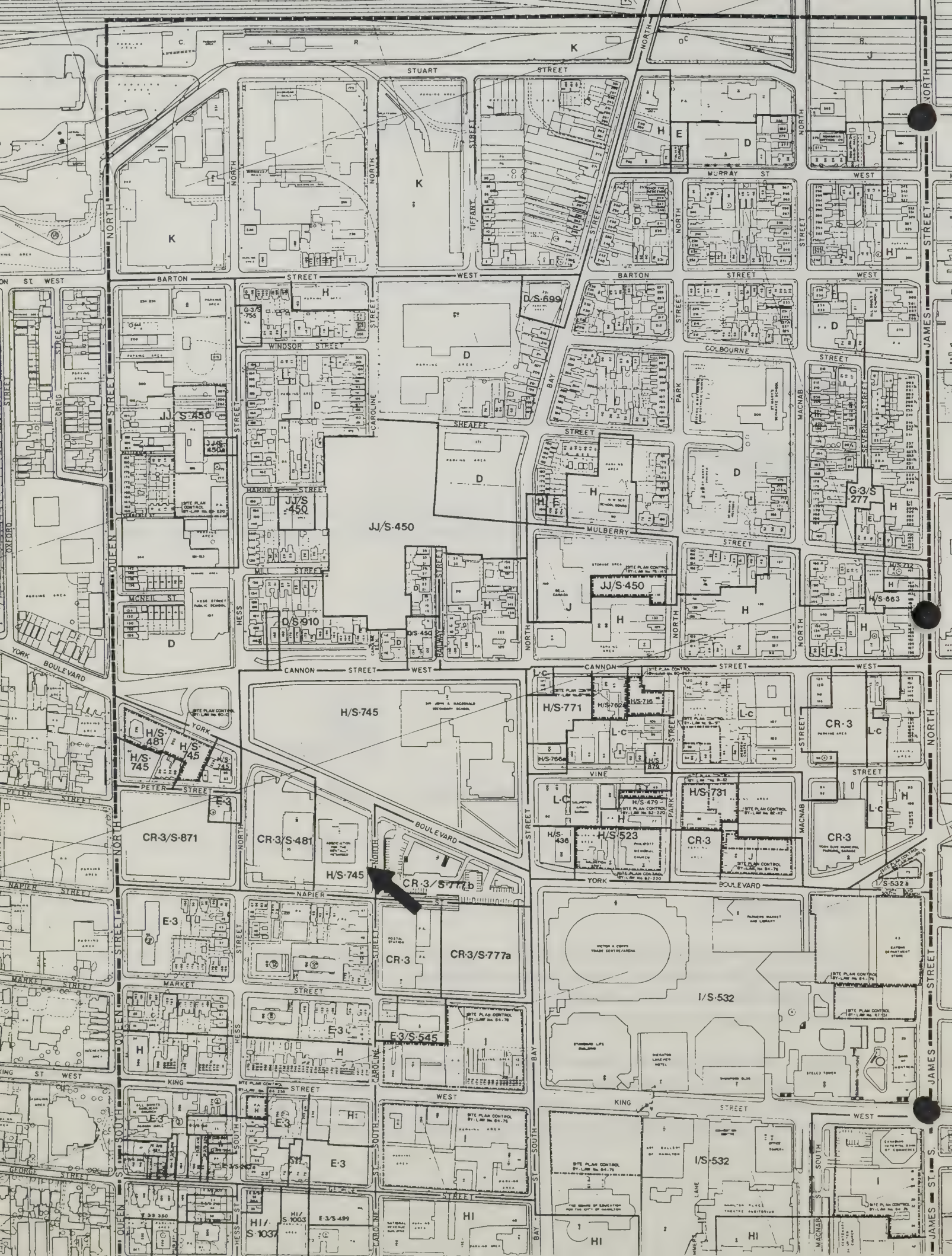
There are sufficient funds available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The Director of Vocational Services for the Hamilton Association for Community Living, 191 York Boulevard, has requested that a wheelchair loading zone be implemented on the west side of Caroline Street North, immediately adjacent to Hamilton Association for Community Living Centre, in order to allow Darts' buses to load and unload passengers at this point.

Presently, parking is prohibited on the west side of Caroline Street North in front of this building except for a "No Stopping" clearance immediately south of York. Thus, all vehicles are permitted to load and unload in this area. However, in order to reserve a loading space in front of this building specifically for vehicles transporting handicapped persons, the Traffic Department concurs with the request.





8c

**CITY OF HAMILTON  
- RECOMMENDATION -**

SEP 24 1990

**DATE:** 1990 August 23

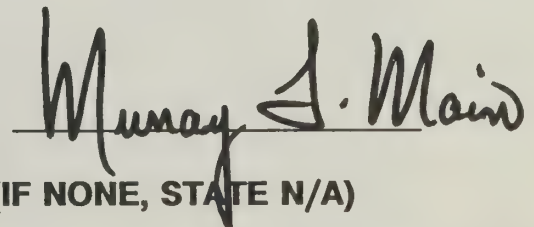
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** South side of Monterey Avenue between Province Street South and Park Row South  
- parking regulations. (TEC-207-90)

**RECOMMENDATION:**

- a) That the existing "One Hour Time Limit" regulation on the south side of Monterey Avenue between Province Street South and Park Row South be replaced with a "Permit Parking" regulation; and
- b) That the Director of Traffic Services be authorized to initially issue one parking permit to the eligible applicants residing at No. 142 Province Street South and 157 Park Row South and two parking permits each to eligible applicants residing in No. 132 Province Street South and 161 Park Row South; and
- c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come first served basis, provided that the maximum of eight permits is not exceeded; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each parking permit will off-set the cost to some degree.

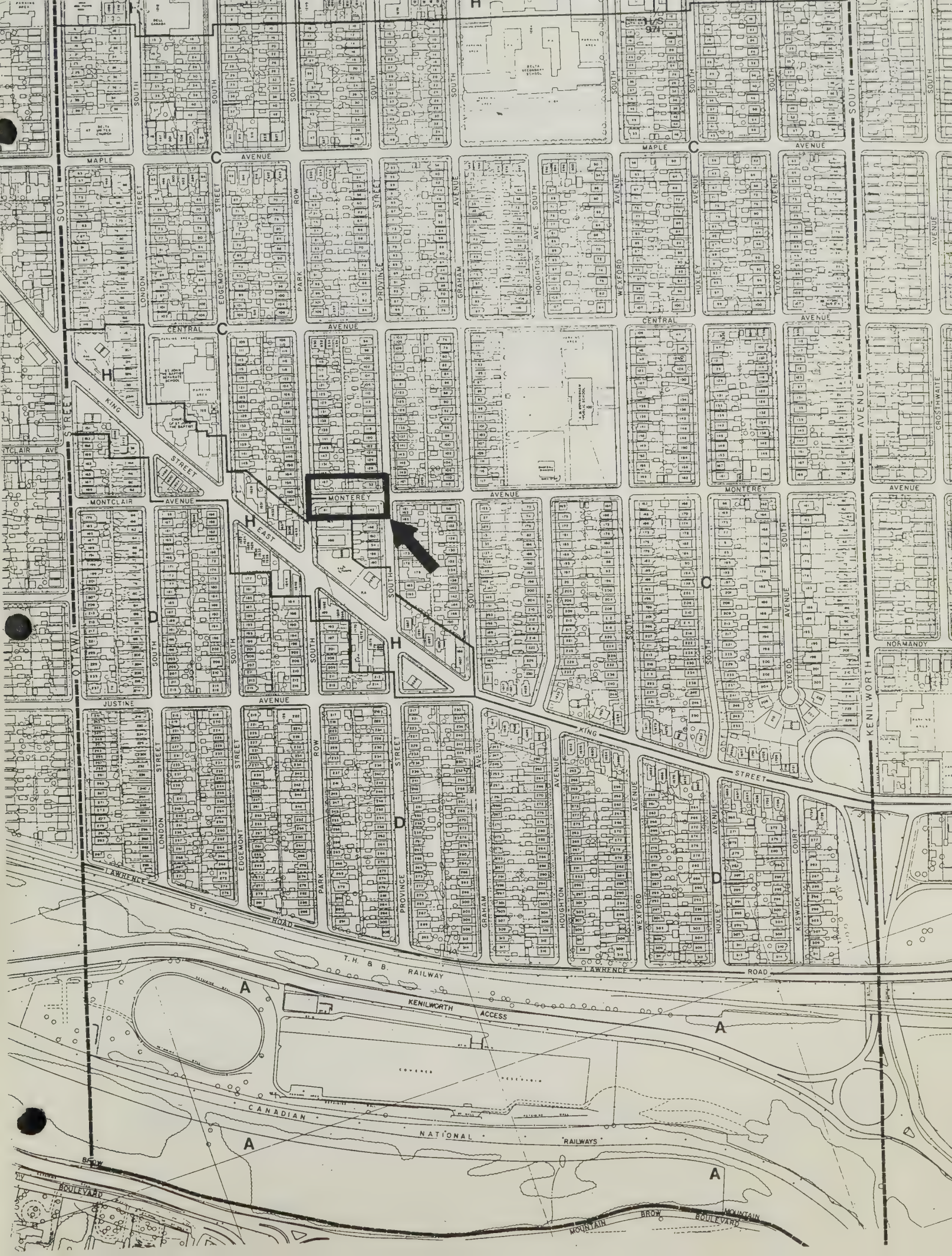


## **BACKGROUND:**

The Traffic Department has received a petition signed by representatives of three of the four one, two and three family dwellings abutting Monterey Avenue in the block between Province Street South and Park Row South, requesting that a "Permit Parking" regulation be implemented on the south side of the street in this area. All of the three residents support the regulation. Two other area residents also signed the petition, but these residents reside on Park Row South, and do not qualify for parking permits because their properties do not abut Monterey Avenue. Presently, parking is prohibited on the north side of this street, and there is a "One Hour Parking Time Limit" regulation on the south side of the street in this area.

The Traffic Department contacted the resident who circulated the petition and determined that the fourth abutting resident who did not sign the petition had no opinion with regards to implementing a "Permit Parking" regulation on this section of street. The resident who circulated the petition has expressed concern regarding non-resident parking and parking by residents of the near-by apartment buildings. A "Permit Parking" regulation would eliminate non-resident parking entirely and only residents of one, two or three family dwellings abutting Monterey Avenue in this block would be entitled to purchase permits to park on the street in this area. A total of six permits would be required by the three abutting residents who signed the petition. An investigation has revealed that there is a total of eight legal on-street parking spaces on the south side of the street in this area. Therefore, since 75 percent of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.









8d

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 September 19

SEP 24 1990

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

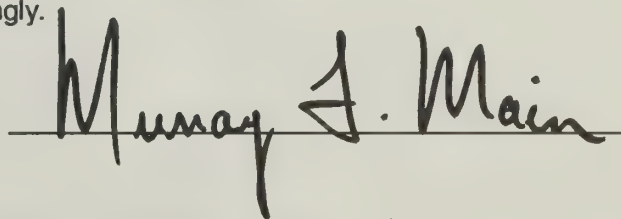
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

West side of Columbia Drive between Delmar Drive and the north end - Parking Regulations [TEC-228-90]

RECOMMENDATION:

- a) That the existing "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the west side of Columbia Drive which commences at Delmar Drive and extends to a point 52 feet south of the north end, be replaced with a "No Parking" regulation; and
- b) That a "No Parking" regulation be implemented on the north side of Delmar Drive commencing at Columbia Drive and extending to a point 133 feet westerly therefrom; and
- c) That the City Traffic By-law be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

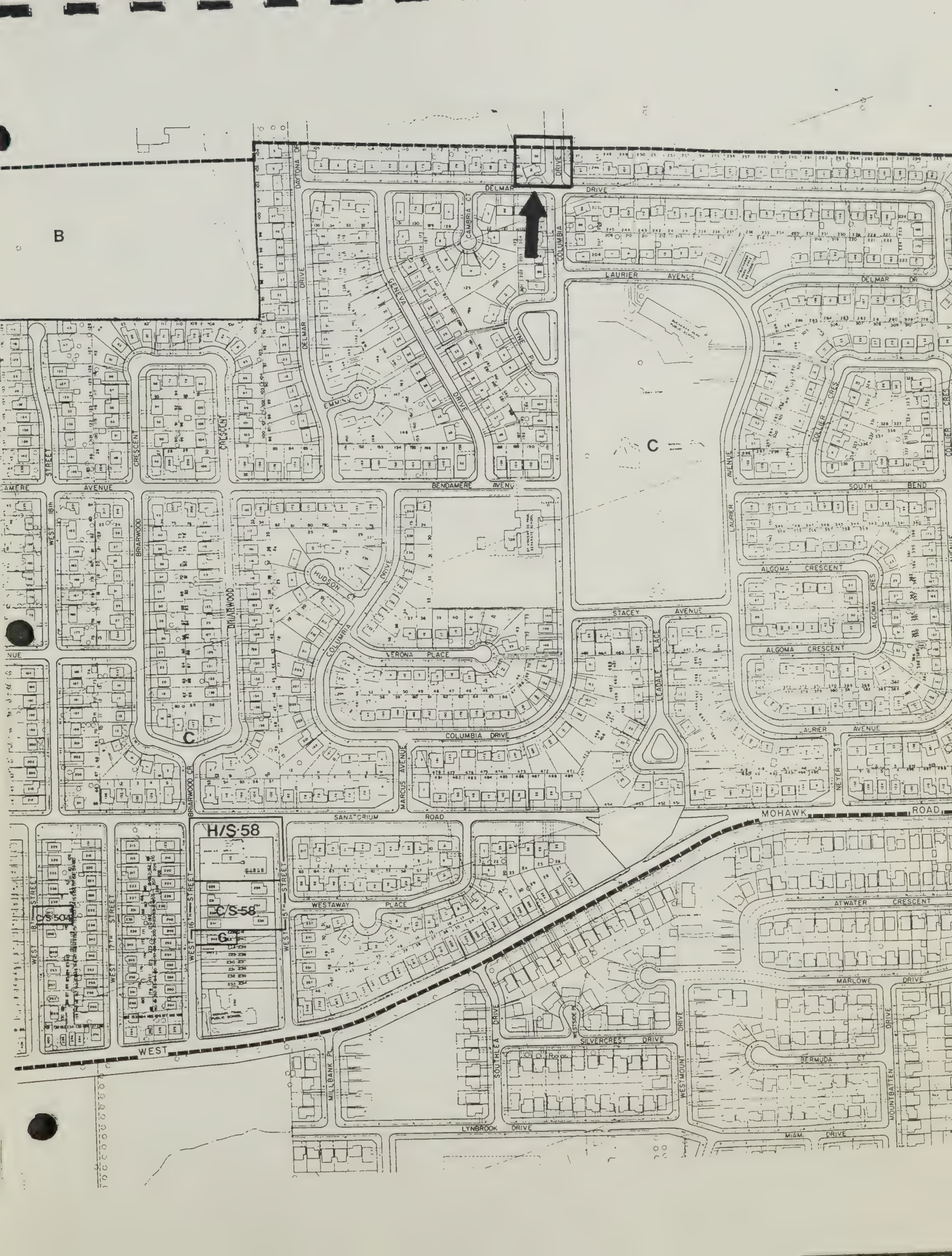
Alderman Tom Murray has advised of a request from Mrs. M. Veritis, 58 Columbia Drive, that parking be prohibited on the west side of the street in front of her home.



Columbia has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is a "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the west side of the street in this block.

The Traffic Department has contacted the four residents whose properties abut this block and all four residents are in favour of the requested regulation. The Traffic Department would consider a parking prohibition on both sides of a local residential street to be over-restrictive and unnecessary. However, since 100% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

Also, Mrs. McNeil, who owns the northwest corner lot at No. 91 Delmar Drive, has asked that parking be prohibited on the north side of Delmar in front of her home. Parking is allowed on both sides of Delmar in this area, and the Traffic Department supports the removal of parking from one side of narrow streets such as this. The requested regulation will result in a loss of three on-street spaces, but all of the properties in the area have off-street parking. Therefore, the Traffic Department also concurs with this request.



B

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H/S-58

C/S-58

WEST





CITY OF HAMILTON

8e.

- RECOMMENDATION -

SEP 24 1990

DATE: 1990 September 19

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

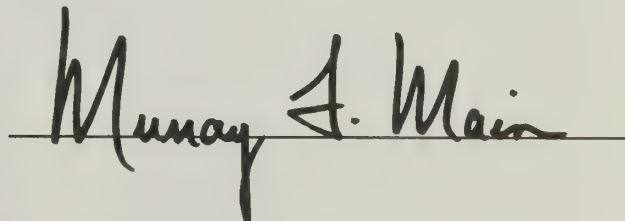
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Tragina Avenue North - Parking Regulations [TEC-229-90]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the east side of Tragina Avenue North commencing at a point 264 feet north of Britannia Avenue and extending to a point 81 feet northerly therefrom; and
- b) That a "No Stopping" regulation be implemented on the west side of Tragina Avenue North commencing at a point 262 feet north of Britannia Avenue and extending to a point 61 feet northerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

## BACKGROUND:

Alderman David Christopherson has advised of a request from Mrs. Sanders, 223 Tragina Avenue North, that due to a recent pedestrian/vehicle collision, a flashing light be placed over the playground sign in front of her home.

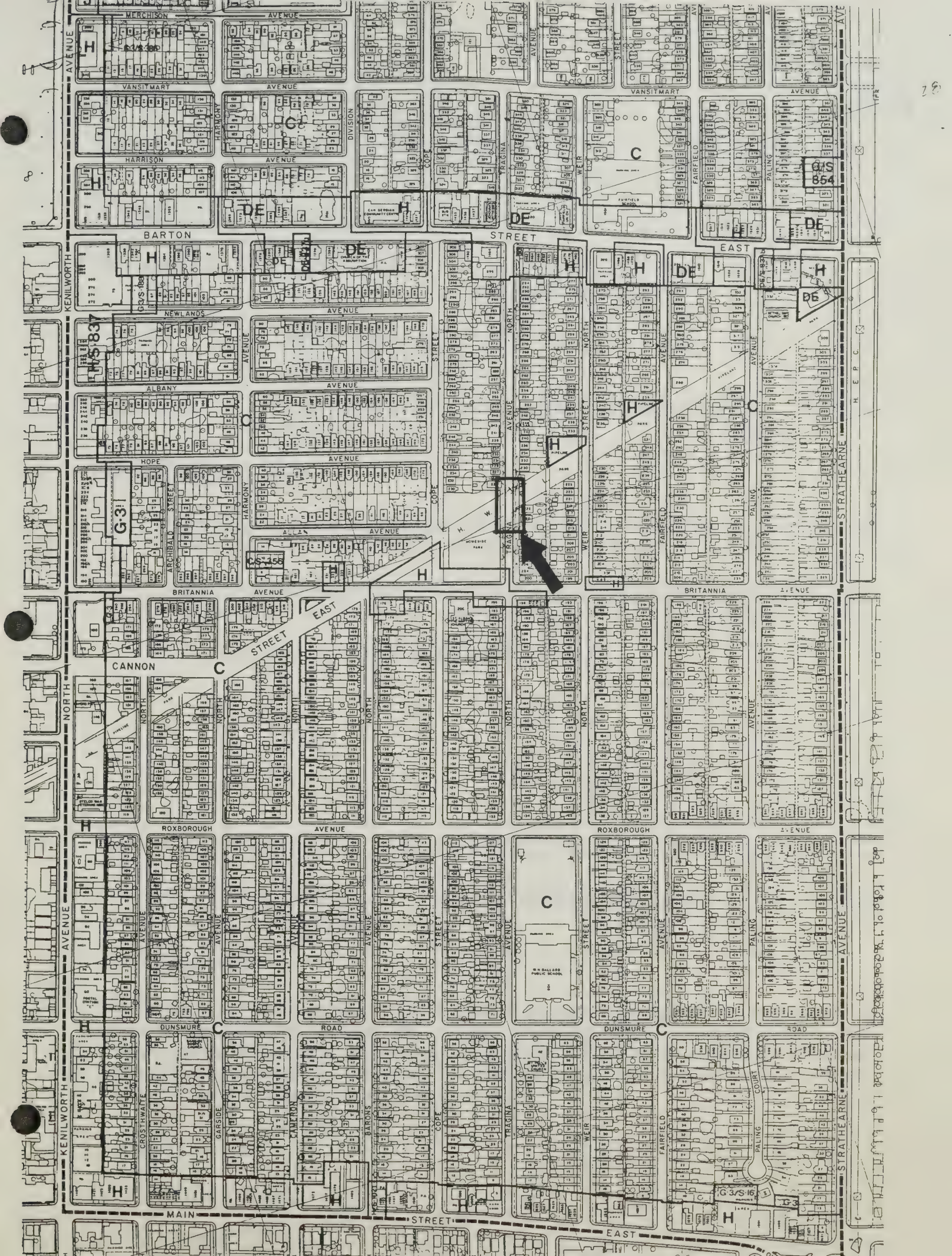
Flashing lights are used to identify locations at which there are significant abnormal conditions which have safety implications such as a physical obstruction in the roadway, abnormal geometry or a proven collision problem. The Traffic Department does not support the use of this device for the purpose of drawing attention to a playground sign at this location.

Notwithstanding, an investigation has revealed that the southbound playground sign is readily visible. However, the northbound sign is partially obstructed by a tree. Therefore, the Traffic Department has issued a work order to relocate this sign to a more appropriate location.

Also, in order to improve visibility at the pathway to Andrew Burton Memorial Park, the Traffic Department recommends that a "No Stopping" regulation be implemented on both sides of Tragina at the pathway.

The implementation of the proposed regulation will result in a loss of approximately three legal on-street parking spaces. However, unrestricted free parking in conjunction with the existing "Alternate Side Parking" regulation would be permitted for the remainder of the block and the Traffic Department would not anticipate any serious parking problems for area residents.





Q/S 854

Q/S 837

G-31

G/S 16

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8f.

**CITY OF HAMILTON  
- RECOMMENDATION -**

SEP 24 1990

**DATE:**

1990 September 20

**REPORT TO:**

Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:**

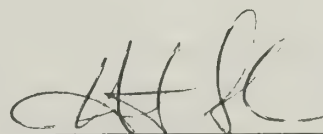
Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Westinghouse Avenue and Myler Street - removal of parking meters. (TEC-230-90)

**RECOMMENDATION:**

- a) That the existing parking meters located on the south side of Myler Street between Sanford Avenue North and Westinghouse Avenue be removed and replaced with unrestricted parking; and
- b) That the existing parking meters located on the east side of Westinghouse Avenue between Myler Street and Barton Street East be removed and replaced with unrestricted parking; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



M F. MAIN

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

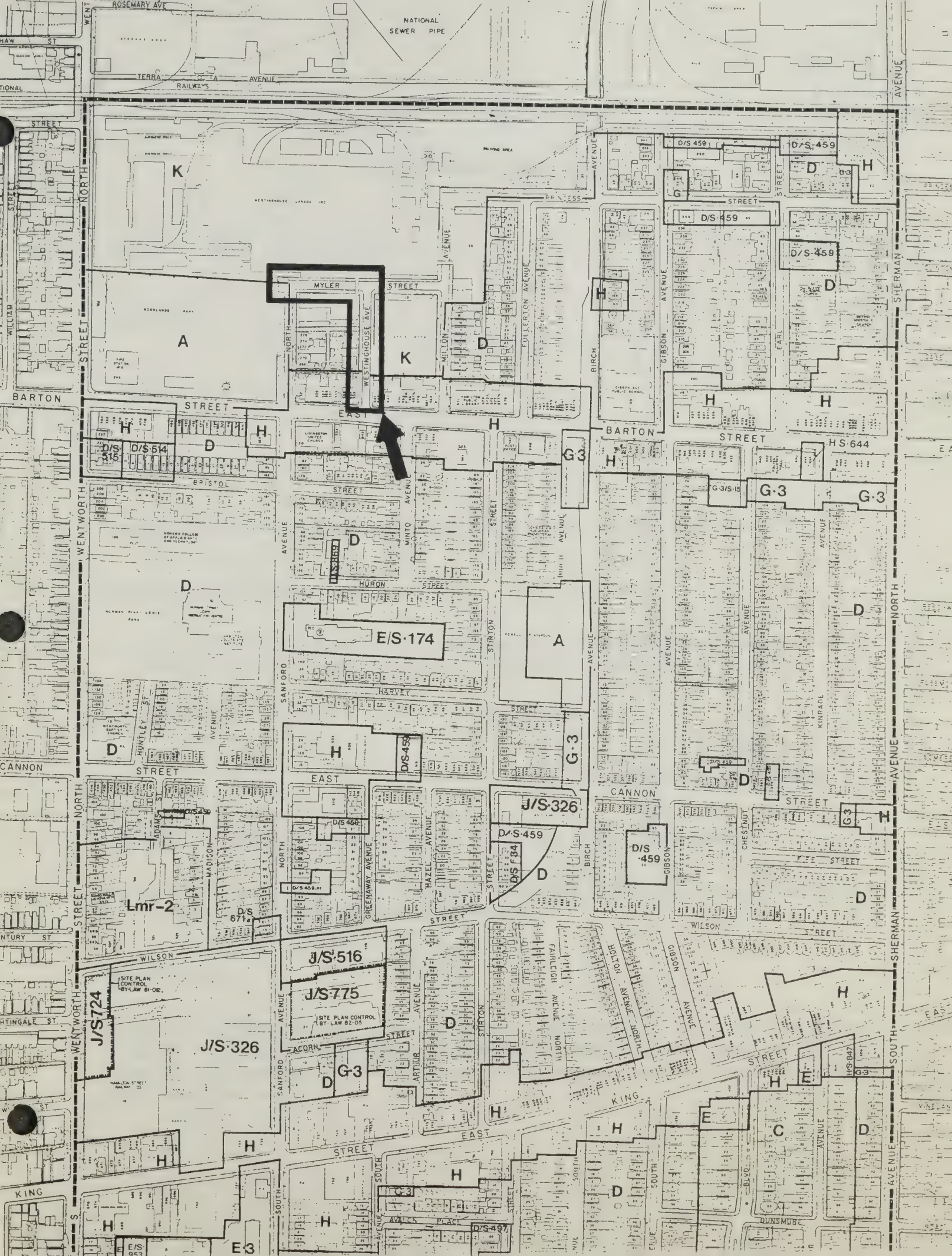
Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of removing the existing parking meters.

**BACKGROUND:**

The Traffic Department has received a letter from Mr. R. Darwen, the Manager of Human Resources for Westinghouse Canada Inc., requesting that the parking meters located on the south side of Myler Street between Sanford Avenue North and Westinghouse Avenue and on the east side of Westinghouse Avenue between Myler Street and Barton Street East be removed and replaced with unrestricted parking to provide additional parking for employees of Westinghouse.

Presently, there are 9 parking meters on the south side of Myler Street between Sanford Avenue North and Westinghouse Avenue and 14 parking meters on the east side of Westinghouse Avenue between Myler Street and Barton Street East. The parking meters were implemented prior to 1966. Although there is no longer any record, it is assumed that the meters were installed to create a parking turn over for visitors to Westinghouse's former head office. Westinghouse has recently relocated their head office to a new location. Therefore, to increase parking availability for both Westinghouse employees and residents living in the nearby area the Traffic Department concurs with the request that the parking meters on Myler Street between Sanford Avenue North and Westinghouse Avenue and Westinghouse Avenue between Myler Street and Barton Street East be removed and replaced with unrestricted parking.







CITY OF HAMILTON

- RECOMMENDATION -

DATE:

SEP 24 1990

1990 September 19

REPORT TO:

Ms. Tina Agnello  
Secretary, Transport and Environment Committee

FROM:

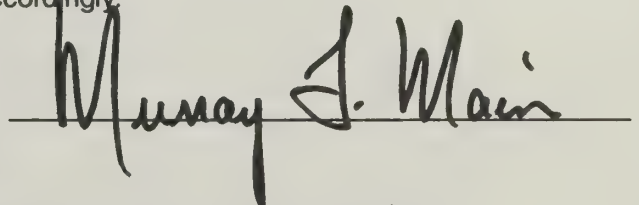
Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

South side of Maplewood Avenue, west of Cedar Avenue - Corner Clearance [TEC-227-90]

RECOMMENDATION:

- a) That a "No Stopping" corner clearance be implemented on the south side of Maplewood Avenue commencing at Cedar Avenue and extending to a point 39 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

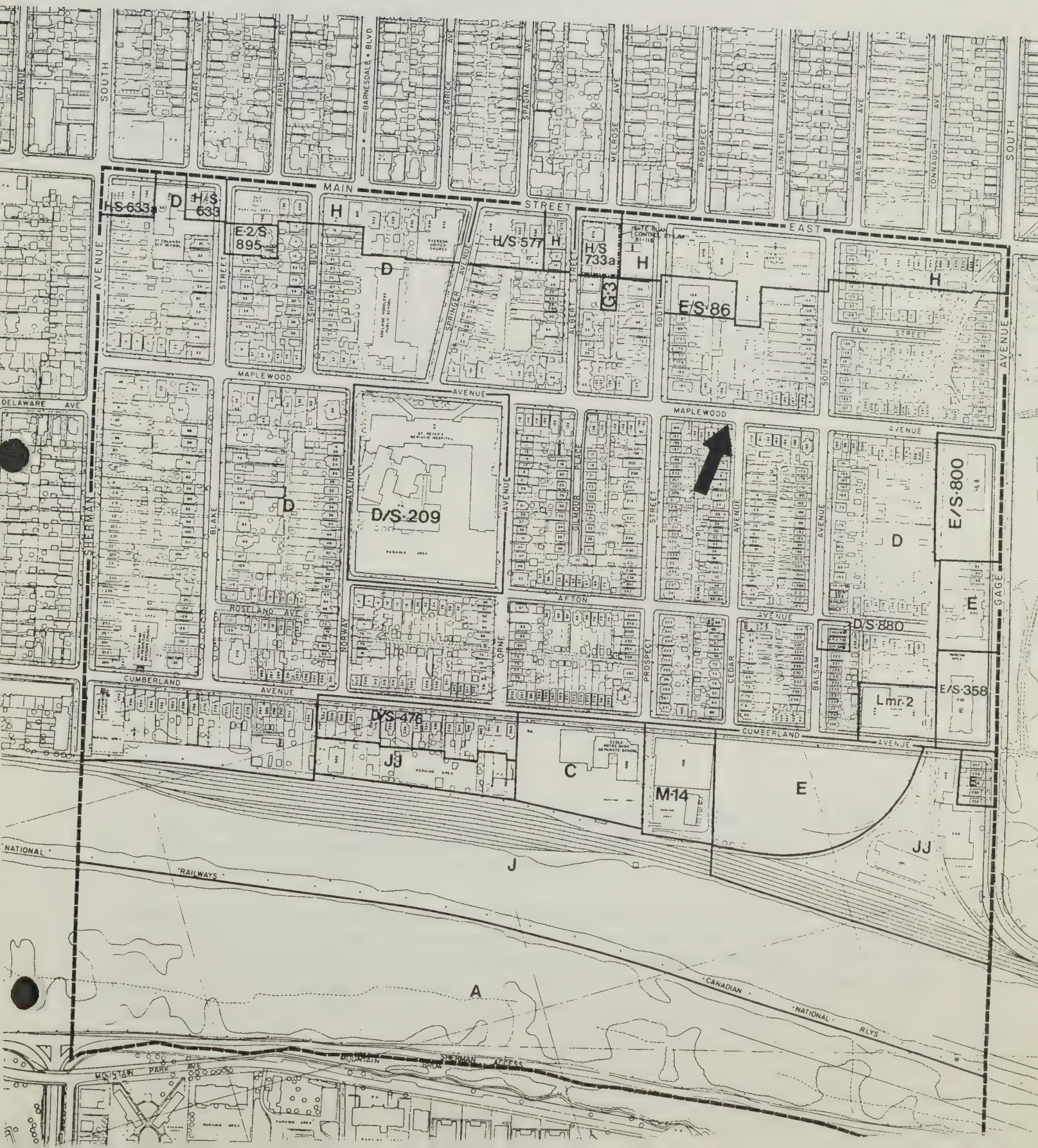
BACKGROUND:

Alderman Brian Hinkley has advised of a request from Mr. Robert Ottaway, 24 Cedar Avenue, that a corner clearance be implemented on the south side of Maplewood, west of Cedar, to improve visibility at the intersection. Maplewood has a 66 foot pavement width, and presently, parking is permitted on both sides of the street in this area.



An investigation has confirmed that parked vehicles on the south side of Maplewood, west of Cedar, obstruct the visibility of northbound motorists on Cedar attempting to enter the intersection. Therefore, the Traffic Department concurs with the request to implement a corner clearance.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space. However, parking would still be permitted on both sides of the street for the remainder of the block. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.







8h

**CITY OF HAMILTON  
- RECOMMENDATION -**

SEP 24 1990

**DATE:**

1990 September 18

**REPORT TO:**

Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:**

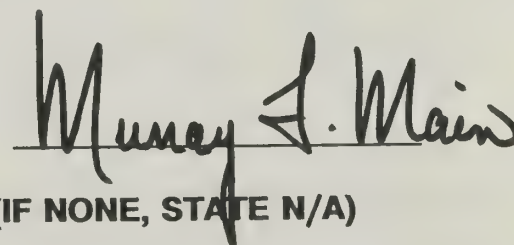
Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

North side of Limeridge Road East, west of Leggett Crescent - extension of the existing school bus loading zone. (TEC-220-90)

**RECOMMENDATION:**

- a) That the existing school bus loading zone on the north side of Limeridge Road East which commences at a point 21 feet west of the east curb line of Leggett Crescent and extends to a point 40 feet westerly be extended such that regulation commences 21 feet west of the east curbline of Leggett Crescent and extends to a point 125 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



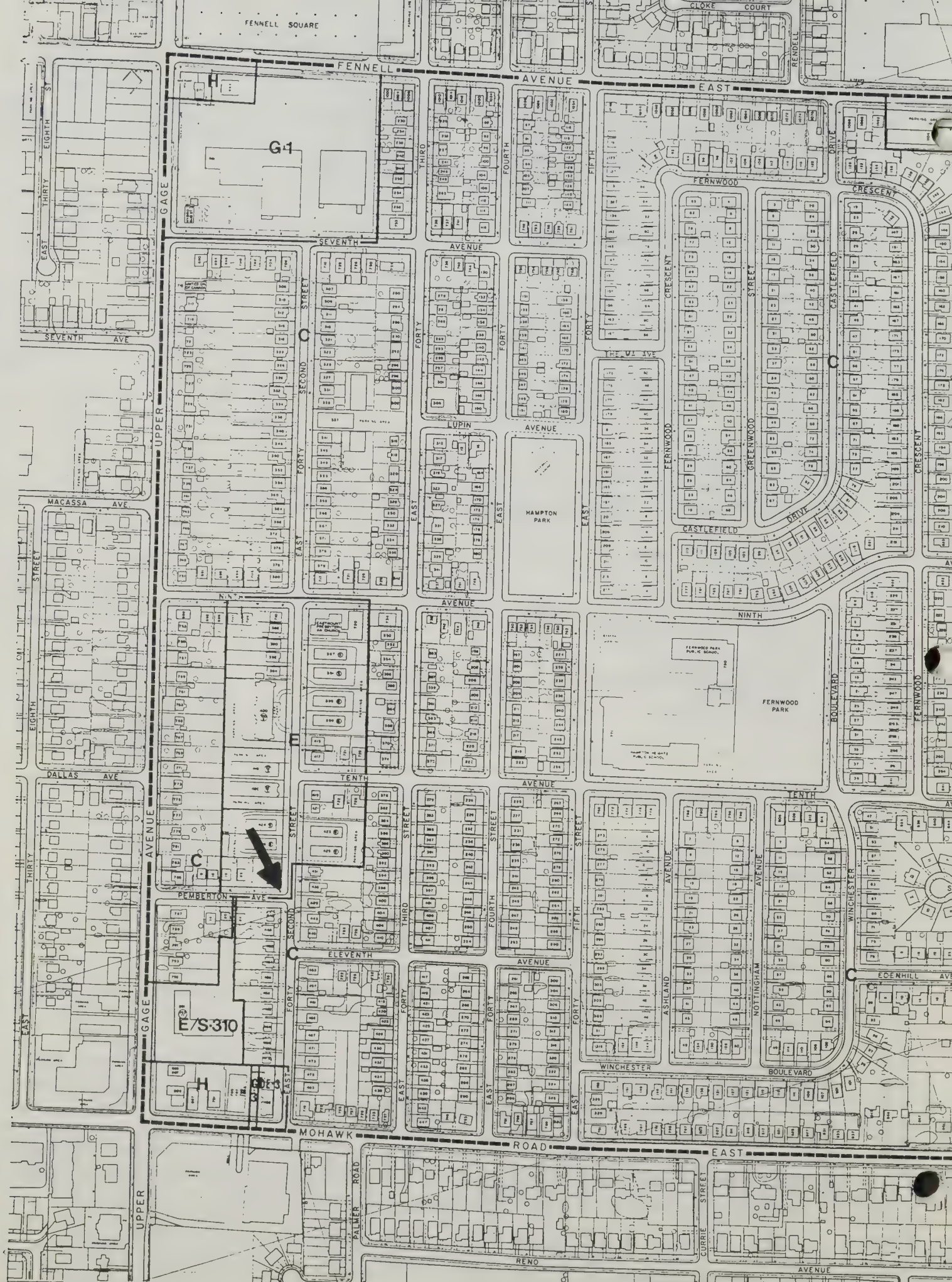
**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The Traffic Department has received a request from Mr. George Massey, the principal of Comley Public School, asking for an extension of the existing school bus loading zone on the northside of the Limeridge Road East to accommodate an additional two school buses.

Presently, there is a "No Parking" regulation on both sides of Limeridge Road in this area except for the existing school bus loading zone for one school bus which is located directly in front of Comley Public School. The remainder of the north side of the street in front of the school is signed "No Parking" and an extension to the existing school bus loading zone would not result in a loss of any on-street parking. Therefore, the Traffic Department concurs with the request.





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CITY OF HAMILTON

- RECOMMENDATION -

SEP 24 1990

DATE: 1990 September 19

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

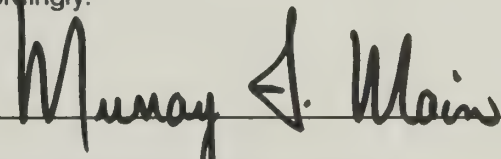
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Acadia Drive and Ridgemount Drive - Intersection Control [TEC-225-90]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Acadia Drive and Ridgemount Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
\_\_\_\_\_

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

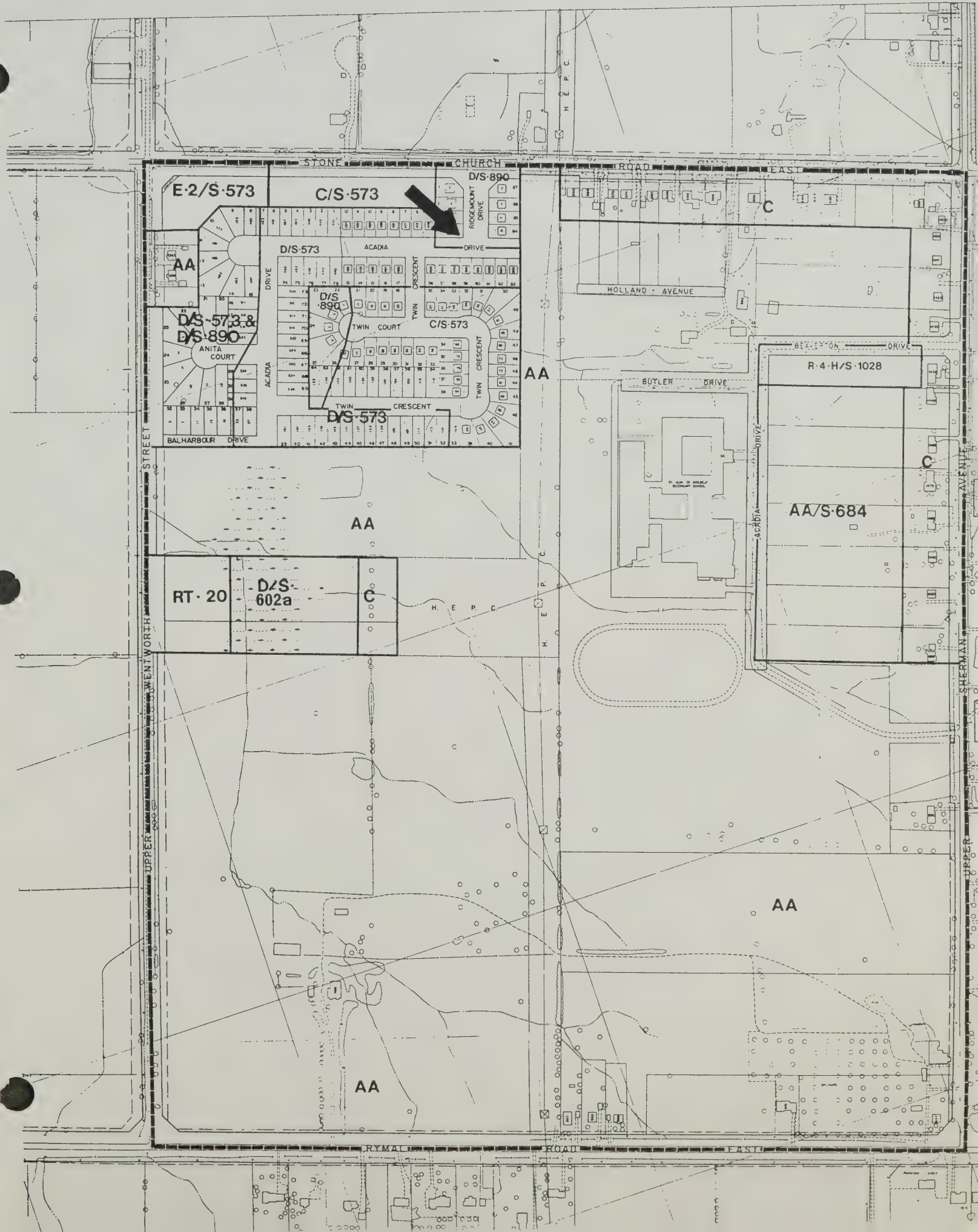
BACKGROUND:

The Traffic Department has received a request from Mr. Dan Milovanovic, 396 Acadia Drive, that three-way stop control be implemented at the intersection at the intersection of Acadia and Ridgemount.

The subject intersection is a "T" type intersection, and presently, southbound traffic on Ridgemount is required to stop for eastbound and westbound traffic on Acadia. Traffic Department records indicate that there has been only one reported collision at the intersection since its construction approximately four years ago. Thus, the intersection is operating safely. However, the intersection meets at least one of the criteria respecting the use of all-way stop control in that it is the intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request for three-way stop control at the intersection of Acadia and Ridgemount.







E-2/S-573

C/S-573

D/S-890

D/S-573 &  
D/S-890

D/S-573

ACADIA

TWIN COURT

C/S-573

D/S-573

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RT-20

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C

H. E. P. C.

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ROAD





K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON  
OFFICE OF THE CITY CLERK

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

TEL: 546-2700  
FAX: 546-2095

URBAN/MUNICIPAL

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1990

October 18, 1990

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, October 22, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

URBAN MUNICIPAL

GOVERNMENT DOCUMENTS

T. Agnello, Secretary  
Transport and Environment Committee

A G E N D A

DELEGATION

A. 10:00 a.m. 25 East 19th Street - Mr. T. Nixon  
Appeal Re: Request for Reserved Parking Space

1. Approval of the Minutes of the Meeting held October 1, 1990

2. REFERRED BACK FROM CITY COUNCIL

Permit Parking  
Clauses (i) and (iii) of Sub-section (r) of Section 14 of the  
Twelfth Report of the Transport and Environment Committee



3. DIRECTOR OF PROPERTY

Sale of Property at 957 Upper Paradise Road to the Regional Municipality of Hamilton-Wentworth for Road Widening Purposes

4. DIRECTOR OF PUBLIC WORKS

Litter Containers

5. COMMISSIONER OF ENGINEERING

- (a) Temporary Street Closure - Annual Santa Claus Parade -  
Catharine Street Between Main Street East and King Street East  
9:45 a.m. to 12:00 noon, Saturday, November 17, 1990
- (b) Banner Display - August 12, 1991 to August 19, 1991  
"COUNTRY MUSIC WEEK '91  
SEPTEMBER 9-15"
- (c) Discharge of Obsolete Grading  
and Maintenance of Streets and Culverts Agreement
- (d) Installation of Municipal Services on Part of Ridge Street from  
Chipman Avenue to approximately 57m South
- (e) Incorporating Certain City Lands into Various Streets by By-law
- (f) Permission for the Board of Education to Cross Over Part '13' (0.3m Reserve)  
of Reference Plan 62R-11311 (The Gardens of Rymal - Phase 1 at Upper  
Wentworth Street)
- (g) Train Whistling at Greenhill Avenue





6. DIRECTOR OF TRAFFIC SERVICES

- (a) Signalized Intersection of Queensdale Ave. East and Upper Wellington St. - Request for a School Crossing Guard
- (b) Intersection of Southbend Road and Upper Wellington Street - Request for a School Crossing Guard
- (c) Sunrise Lodge Retirement Home, 160 - 164 Park Street South - Application for Boulevard Parking
- (d) Graham Sales and Leasing, 63 East 33rd Street - Application for Boulevard Parking
- (e) Reduced Speed Limits on Roadways in the Vicinity of Schools

7. PARKING REGULATIONS

- (a) Laurier Avenue Between Columbia Drive and Delmar Drive
- (b) MacNab Street North Between Mulberry Street and Colbourne Street
- (c) No. 116 Grosvenor Avenue North
- (d) Intersection of Glen Echo Drive and Loyalist Drive - Corner Clearance
- (e) West Side of Emerald Street North at Robert Street - Corner Clearance
- (f) No. 68 Burton Street - Request for a Reserved Permit Parking Space for a Handicapped Resident
- (g) South Side of Lawnhurst Drive - School Bus Loading Zone
- (h) Ecole Monseigneur de Laval School - School Bus Loading Zone

8. INTERSECTION CONTROL

- (a) Intersection of Rowena Court and Quaker Crescent
- (b) Intersection of Florence Street and Ray Street

9. MINISTRY OF THE ENVIRONMENT -  
1988 HAMILTON-WENTWORTH AIR QUALITY REPORT

(Report Forwarded to Committee Members under separate cover.)





10. MAYOR R. M. MORROW

Go Train Service to Hamilton

11. ALDERMAN H. MERLING

Snow Removal for Seniors

12. ALDERMAN T. MURRAY

St. Jerome's Parent Volunteer Association and Petition -  
School Crossing Guard - Limeridge Road West

13. ALDERMAN V. J. AGRO

Stop Signs on Bay Street North and Strachan,  
and MacNab Street North and Burlington Street

14. NEW BUSINESS

15. ADJOURNMENT



Page 1 25 East 19th Street,  
Hamilton, Ont.  
Sept 30/90 L9A4R9

Phone 389-1517

A.

Transportation & Envir. Committee,  
Chairman, Mr. H. Merling

Dear Sirs:

The undersigned refers you to my letter of Aug 22/90, in which an application for a "Reserved Parking Space Permit" was made to your Committee - and the request (approval) was refused in your letter (Traffic Dept. Sept 20/90)

I am appealing the foregoing decision of your Committee by bringing to your attention that a similar "Reserved Parking Permit" (with metal signs) has been granted to premises at 124 East 19th St. (at Inverness St), and the said premises has a concrete approach and driveway on the front lawn. Based upon the preceding evidence, and having submitted a medical certificate to your Committee, the denial of my request appears to be inconsistent, to say the least. Also, this driveway at 25 E-19th St is available for use when needed by my son's car.

In addition, the location of my property and the problems relating to traffic, trucks etc any where within the surrounding environs of



Sept 30/89

Page 2

Transp. & Environment

Hillcrest Restaurant (recent expansion of 5000 sq ft) are horrendous, particularly on weekends - weddings, banquets etc and the situation has been further aggravated by the Committee of Adjustment (Dec/88) which approved the reduction of Hillcrest Parking Area by a "shortage of either 33 or 36 parking spaces on site" - <sup>see</sup> memo from CMB of July 11/89 re variance of By-Law 6593.

I am also facing the B.L. Armstrong School Entrance & Exit Doors (on the E/side of E-1, 19th St) which invites parking by teachers, visitors, taxis etc - and every often in front of my property.

In a fair appraisal of the above facts, I am appealing your decision of Sept 20/90, and am enclosing a copy of my and property owners' complaints (unresolved), relative to intolerable parking congestion as outlined. A truck count on Hillcrest Parking Area (property of Hillcrest) adds up to 6 trucks, one of which is an obnoxious 10 Ton Garbage Crusher, another is a 50-60ft Food Trailers: my property is zoned as Urban Protected - can I anticipate your Committee allowing me the privilege of parking in front of my own house?

For your early consideration

Disabled Permit: No. 060070

Yours truly, William L. Niton

*Summary of Citizens (property owners) against  
Hillcrest Restaurant & proposed Expansion as  
of July 11/89 as submitted at OMB / Hearing July 11/89*

- 5 -

V890015

6. Assessment on the neighbours residential properties was reduced by 10 percent in 1980 due to proximity to commercial development;
7. Hillcrest Restaurant patrons park on all of the side streets and block the alleyway;
8. The residents are subsidising the lack of parking on the restaurant site; (*refers to 30 spaces property of Board of Education*)
9. Large transport trucks now block the alleyway;
10. Saturday and Sunday nights are the worst for parking in the area.

*W. Ley*  
Mrs. Margaret ~~Whitely~~ lives at 17 East 19th Street. Her property immediately abuts the subject property on the south side of the parking lot to the west of the restaurant. She said that she would like to see a fence along the laneway and parking area but even that would not be enough because her property is on a higher level. She says garbage is thrown and left in the alley way. Drunks come into her house. Drinking people throw bottles on her property. She said the neighbourhood is primarily residential and the commercial expansion should not be allowed.

David Bridge lives at 348 upper Wentworth Street and his property abuts the parking lot immediately south of the restaurant. A fence has been erected there and two parking spaces in the south east corner of the lot now contain a tree and some screening. He dose not want this removed to provide more parking on site. He had the same complaints as the other residents in the area mainly relating to noise and lack of parking.



SEP 24 1990

# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## TRAFFIC DEPARTMENT

(416) 546-4510

Fax (416) 546-2419

1990 September 20

Mr. William Nixon  
25 East 19th Street  
Hamilton, Ontario  
L9A 4R9

Re: Request for a Reserved Permit Parking Space in front of No. 25 East 19th Street

Dear Mr. Nixon:

We refer to your letter dated 1990 August 22, in which you requested that a reserved "Permit Parking" space be designated on the east side of East 19th Street in front of your father's home since he is handicapped. Staff have investigated this matter and have the following comments:

The City Council at its meeting held 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents' homes. This policy requires, in part, that the applicant has no alternative suitable parking space available on the property. There is presently a front yard parking space in front of your father's property and we have observed your father's vehicle parked in this space.

In view of the above, the City Council's policy does not allow for the implementation of a reserved "Permit Parking" space in front of your father's home and in fact, this request was previously denied by the Transport and Environment Committee of the City Council on 1987 November 16.

We trust these comments explain City Council's policy respecting this matter.

Yours truly,

For Murray F. Main, P. Eng.  
Director of Traffic Services

CVB/MH/ds

cc: Alderman Henry Merling, Chairman  
Transport and Environment Committee



25 East 19th Street,

Hamilton, Ont.

Aug 22/90

L9A4R9

Phone: 389-1512

Traffic Dept.

City Hall, Hamilton

C/o Mr Marty Hagell.

Dear Marty:

I am hereby applying for Permit Parking  
Only Posts or Signs on the front lawn of my  
premises at 25 East 19th St. on the basis  
of a Disabled Person Parking Permit (Prov.  
of Ont) Permit No 060070 & certified by  
a Medical Practitioner, & issued by the  
Ministry of Transport.

For your convenience Surveyor's Iron Stakes  
are marked & visible on the front lawn of  
my property.

For your immediate attention.

Yours truly,  
William K Nixon

FILE				
REC'D AUG 27 1990				
To	Initials	Info.	Act	R
M.F.M.	W			
H.L.S.				
R.W.K.				
A.B.H.	W		✓	
R.W.H.				
W.L.D.				
J.M.				
M.A.S.				
G.J.F.				
E.R.A.				
WB			✓	




K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON  
OFFICE OF THE CITY CLERK

  
CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

TEL: 546-2700  
FAX: 546-2095

October 15, 1990

Mr. T. Nixon  
25 East 19th Street  
Hamilton, Ontario  
L9A 4R9

Dear Mr. Nixon:

Re: Request for a Reserved Permit Parking Space  
in front of No. 25 East 19th Street

Please be advised that you are invited to attend the Transport and Environment Committee meeting of October 22, 1990 at 9:30 o'clock a.m. in Room 233, City Hall at which time the above-noted item will appear on the agenda.

Should you have any questions, please contact the undersigned at 546-2729.

Sincerely,

Tina Agnello, A.M.C.T., C.M.M.II.  
Secretary  
Transport and Environment Committee

c.c.

Alderman H. Merling  
Chairman  
Transport and Environment Committee

Mr. M. F. Main, P.Eng.  
Director of Traffic Services





K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON  
OFFICE OF THE CITY CLERK

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

TEL: 546-2700  
FAX: 546-2095

October 15, 1990

Mr. and Mrs. Fernando Sguigna  
21 East 19th Street  
Hamilton, Ontario  
L9A 4R9

Dear Mr. and Mrs. Sguigna:

Re: Request for a Reserved Permit Parking Space  
in front of No. 25 East 19th Street

Please be advised that you are invited to attend the Transport and Environment Committee meeting of October 22, 1990 at 9:30 o'clock a.m. in Room 233, City Hall at which time the above-noted item will appear on the agenda.

Should you have any questions, please contact the undersigned at 546-2729.

Sincerely,

Tina Agnello, A.M.C.T., C.M.M.II.  
Secretary  
Transport and Environment Committee

c.c.

Alderman H. Merling  
Chairman  
Transport and Environment Committee

Mr. M. F. Main, P.Eng.  
Director of Traffic Services





FROM

MARTY HAZEL

DEPARTMENT

TRAFFIC

DATE

80/10/04

SUBJECT

MR NIXON, 25 E 19th.

TINA AGNELLO

MESSAGE

Tina: Attached is a letter from Mr. T. Nixon, which is addressed to the T&E Committee, as well as our previous letter to Mr. Nixon regarding his request for a reserved space in front of his home. Mr. Nixon wishes to appeal the decision.

Alderman Merling has said to put this on the next T&E mtg. and to invite Mr. Nixon and also the neighbour at #21 East 19th.

Thanks,  
Marty

A 10-E or D 5905 (250 pkg.) D 4905 (50 pkg.)

REPLY FROM

DATE



Monday, October 1, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

1.

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Mayor R. M. Morrow  
Alderman D. Drury  
Alderman D. Agostino  
Alderman T. Murray

Absent: Alderman T. Cooke (Vacation)  
Alderman V. J. Agro (City Business)

Also present: Alderman D. Ross  
Mr. A. Fracassi, President, Philip Environmental Group  
Mr. V. Perron, Philip Environment Group  
Mrs. B. Price, Hamilton Safety Council  
Miss S. Wilson, Board of Education  
Mr. L. Sage, Chief Administrative Officer  
Staff Sergeant Wm. Martin, Regional Police Department  
Mr. G. Aston, Regional Engineering Department  
Mr. F. Westaway, Noise Control Officer  
Regional Engineering Department  
Mr. M. Main, Director of Traffic Services  
Mr. J. Pavelka, Director of Public Works  
Mr. D. Lobo, Public Works Department  
Mr. M. Watson, Manager, Real Estate Division  
Mr. P. Barkwell, City Solicitor's Office  
Miss T. Agnello, Secretary

1. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting of September 17, 1990 were adopted as circulated.

2. **ALDERMAN D. ROSS**

2.1 **Intersection Control - South Bend Road West and West 2nd Street**

After brief discussion, the Committee passed the following motion for Council approval:

- (a) That a four-way stop control be implemented at the intersection of South Bend Road West and West 2nd Street; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

2.2 **Intersection Control - Bendamere Avenue and West 33rd Street**

The Committee forwarded the following motion for Council approval:

- (a) That a four-way stop control be implemented at the intersection of Bendamere Avenue and West 33rd Street; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.



3. ALDERMAN D. AGOSTINO

3.1 Centennial Parkway South of Vineyard -  
Request for Median Cut and Request for Sidewalks

The Director of Traffic Services explained that a median cut located directly adjacent to the Eastgate Square entrance would cause traffic delays in addition to being a hazard because of high traffic volumes on this road. He suggested a cut be located north of the location requested. Costs to remove the island and restore the road will be approximately \$34,000.00 in addition to driveway costs.

Mr. Aston explained that sidewalks are dealt with under the Local Improvement Act with 100% of costs being done by the property owner.

A discussion ensued regarding the appropriateness of allowing cost sharing arrangements for median cuts. The Director of Public Works advised that no policy regarding cost sharing is in place and there are no provisions in the budget for this.

After consideration of the matter, the Committee made no decision regarding the median cut but advised staff to initiate the procedure for sidewalk installation.

Alderman Agostino and staff will review the matter with representatives of the business establishments.

5. DELEGATIONS

A. Mr. Ron L. Kovacs, LL.B.  
Inverness Avenue Between Upper Wellington and East 11th Street -  
Parking Regulations

Mr. Kovacs was present on behalf of his clients who are the owners of a fast food outlet located at 241 Inverness Avenue East. Mr. Kovacs is of the opinion that the parking restrictions are hindering his clients ability to conduct business and suggested that parking be permitted on both sides of Inverness Avenue East by time limit or metres.

Alderman Murray assumed the Chair to allow Alderman Merling to speak on the matter.

Alderman Merling gave a brief history of the events leading to the present request to reduce parking restrictions. He suggested that parking restrictions on the south side of Inverness Avenue East be lifted to allow loading.

Following discussion, the Committee passed the following motion for Council consideration:

- (a) That "no stopping" be deleted on the south side of Inverness Avenue from 30 feet east of Upper Wellington to 30 feet west of East 11th Street and replaced with "no parking".
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

**B. Mr. Sergio Battista - 142 Cherryridge Close**

Mr. Barkwell advised the Committee that Mr. Battista is not appearing before the Committee because his concerns have been addressed in the report to the Committee.

The Committee was in receipt of a report from the Office of the City Solicitor dated September 27, 1990 and approve the following recommendation for Council consideration:

- (a) That the City approve the installation by the Subdivider, Cochren Construction Company Ltd., of a catch basin on the road allowance of Cherryridge Close, near the northwest corner of Lot 5, Plan 62M-494, municipally known as 142 Cherryridge Close, such catch basin to be connected to the adjacent storm sewer. Such approval being subject to the usual application and permit process for projects of this type.
- (b) That the Subdivider, Cochren Construction Company Ltd., be required to comply with the intent of the grading plan by constructing the necessary swale, in accordance with the recommendations of the Subdivider's Engineer, along the boundary of Lots 4 and 5, Plan 62M-494, directed toward the catch basin to be installed on the road allowance.

C. **A public meeting was held for road allowance closure:  
Eleanor Avenue Between Rymal Road East and Alma Avenue**

Mrs. Boers of 8 Eleanor Avenue and Mr. E. Bachetti of 727 Rymal Road East were present in favour of the closure.

Mr. Bachetti requested that he be given the option of purchasing half the road allowance at market value or exchanging a portion of his property for half the road allowance.

Mr. Tipney of 705 Rymal Road East was present in opposition to the road closure.

As recommended by the Acting Commissioner of Engineering in a report dated September 10, 1990, the Committee recommended to Council as follows:

- (a) That the Commissioner of Engineering be directed to prepare a By-law for the Stopping up, closing and sale of the portion of Eleanor Avenue from north of the 120 foot limit of Rymal Road East to Alma Avenue.
- (b) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980.
- (c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners.
- (d) That the Commissioner of Engineering register a reference plan under the Registry Act, to delineate the manner in which the closed road is to be distributed to the abutting owners.
- (e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and
- (f) That the City Solicitor make application to the Ministry of Housing under Section 298 (11) of the Municipal Act for approval of the By-law.



6. COMMISSIONER OF ENGINEERING

**Certificate of Approval for Waste Disposal Sites**

As recommended by the Acting Commissioner of Engineering in reports dated September 24, 1990, the Committee forwarded to Council the following recommendations:

- (i) That the local Approvals Branch of the Ministry of the Environment (M.O.E.) be informed that:
  - (a) The City of Hamilton concurs with the Ministry's opinion that the Philip Environmental Corporation proposal does not require a hearing by the Environmental Assessment Board;
  - (b) The City of Hamilton does not object to the proponent developing and establishing a solid waste processing facility provided that the proposed activities comply fully with all City and Regional By-laws and regulations normally associated with the type of activities being proposed.
- (ii) That the local Approvals Branch of the Ministry of the Environment (M.O.E.) be informed that:
  - (a) The City of Hamilton has no objection to Hotz and Sons Company Inc. establishing a transfer station for asbestos waste at 30 Landsdowne Avenue in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully.
  - (b) The City of Hamilton concurs with the MOE position that a hearing by the Environmental Assessment Board is not required.
- (iii) That the local Approvals Branch of the Ministry of the Environment (M.O.E.) be informed that:
  - (a) The City of Hamilton has no objection to Hamilton-Wentworth Third Sector Employment Enterprises receiving a Certificate of Approval from the MOE for the continued operation of their resource recovery operation at 77 Niagara Street in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
  - (b) The City of Hamilton concurs with the MOE position that a hearing by the Environmental Assessment Board is not required.

7. DIRECTOR OF PROPERTY

**Refund of Deposit -**

**Application to close alleyway North of King Street East between Wellington and West Avenue - Trillium Funeral Services Corp.**

As recommended by the Director of Property in a report dated September 20, 1990, the Committee forwarded to Council the following recommendation:

- (a) That Item 26 (b) of the 16th Report of the Transport and Environment Committee adopted by City Council on September 30, 1986 for closure of the alleyway on the north side of King Street between Wellington and West Avenue be rescinded in its entirety due to objections received to the proposed alley closing.
- (b) That Item 4 of the 5th Report of the Transport and Environment Committee adopted by City Council on March 8, 1988 for the sale of the east portion of the said alley to be closed to Trillium Funeral Services Corporation for the total amount of \$17 690 be rescinded in its entirety, and
- (c) That the City Solicitor be authorized and directed to refund the deposit in the amount of \$1 800 received from the purchaser as this alley sale is being cancelled due to objections received to the proposed alley closing. This refund is to be charged to Account No. CH4X501 00102 (Sale of Land, Property Purchases).

8. DIRECTOR OF PUBLIC WORKS

**Tree Planting on Road Allowances**

As recommended by the Director of Public Works in a report dated September 24, 1990, the Committee forwarded to Council the following recommendation:

- (a) That an expansion of the appropriation for tree planting by \$10 000 from \$92 200 to \$102 200 be considered during the 1991 Current Budget deliberations to respond to the citizens' requests and increase the number of trees being planted annually from 920 to 1020 by the City along municipal road allowances.
- (b) That both School Boards be requested to create an activity within their respective budgets to provide for trees on school board properties and to respond to teachers' requests for trees to be supplied, planted and maintained.

9. COMMISSIONER OF ENGINEERING

9.1 Temporary Street Closures

- 9.1.1 As recommended by the Commissioner of Engineering in a report dated September 10, 1990, the Committee recommended to Council as follows:

That the application of the Hamilton Harriers (R.R. #1 Canfield, Ontario, N0A 1C0) to temporarily close Jackson Street between James Street South and Hughson Street South on Sunday, October 28, 1990 from 9:30 a.m. to 12:30 p.m. to hold a road race, subject to the following conditions:

- (a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Policy Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, if deemed appropriate on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;
- (d) That the applicant provide proof of \$2 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (g) That all property owners and tenants along the closed portion of the street be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering be approved.



- 9.1.2 As recommended by the Commissioner of Engineering in a report dated September 10, 1990, the Committee recommended to Council as follows:

That the action of the Commissioner of Engineering be confirmed in authorizing the application of Douglas Srigley to temporarily close Mount Pleasant Drive between Pearson Drive and Templemead Drive on Saturday, September 15, 1990 from 6:00 p.m. to 11:00 p.m. to hold a street dance subject to the following conditions:

- (a) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Policy Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, if deemed appropriate on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;
- (d) That the applicant provide proof of \$2 000 000 public liability insurance, naming the City as an insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- (g) That all property owners and tenants along the closed portion of the street be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering be approved.

**9.2 Increase in the City's portion to construct independent concrete sidewalks on Upper Paradise Road Between Stone Church Road and Lunner Avenue**

As recommended by the Commissioner of Engineering in a report dated September 18, 1990, the Committee recommended to Council as follows:

- (a) That an increase in cost of \$20 000, from \$120 225 to \$140 225, be provided for the construction of independent concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue.
- (b) That the Finance and Administration Committee be requested to recommend the amount and source of funds to be provided for the increase in cost of this Capital Project.

**9.3 Banner Display Application -  
Canadian Dairy Cycling Challenge - September 22 to September 29, 1990**

As recommended by the Commissioner of Engineering in a report dated September 21, 1990, the Committee recommended to Council as follows:

That the action of the Commissioner of Engineering be confirmed in authorizing the application of the "Canadian Dairy Cycling Challenge" to display a promotional banner across Main Street West in front of City Hall, from Thursday, September 27, to Saturday, September 29, 1990 with the following message:

**START/FINISH CANADIAN CYCLING CHALLENGE**

**9.4 Establishment of Annabelle Street Extension By By-law**

As recommended by the Commissioner of Engineering in a report dated September 25, 1990, the Committee recommended to Council as follows:

That approval be given to establish an extension to Annabelle Street by By-law and that staff be directed to take the required steps to implement the extension.

**9.5 PPM Canada Inc. Decontamination of PCB's for Laidlaw Waste Systems**

As recommended by the Commissioner of Engineering in a report dated September 20, 1990, the Committee recommended to Council as follows:

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

- (a) The City of Hamilton has no objection to PPM Canada Inc. carrying out PCB decontamination of 6 819 litres of PCB contaminated transformer oil for Laidlaw Waste Systems at 470 Kenora Avenue North in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- (b) No specific City of Hamilton or Regional permits are required for the work proposed by PPM Canada Inc.;
- (c) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

**9.6 Ministry of Transportation of Ontario -  
Request for Noise Control By-law No. 79-292 Exemption - Q.E.W. -  
Highway 20 to Pineland Avenue**

As recommended by the Noise Control Officer in a report dated September 17, 1990, the Committee recommended to Council as follows:

- (a) That the request from the Ministry of Transportation of Ontario for Noise By-law 79-292 Exemption be granted to the Ministry of Transportation of Ontario.
- (b) That the Noise Control Officer for the City of Hamilton in conjunction with the Ministry of Transportation of Ontario, monitor and investigate all noise complaints that arise.\*

\*Alderman Agostino opposed.

**9.7 Noise Abatement - McMaster University Homecoming - October 18 19 and 20, 1990**

The Noise Control Officer explained that increased enforcement is required as a result of the University cancelling its grad parties during Homecoming.

As recommended by the Director of Administration in a report dated September 25, 1990, the Committee recommended to Council as follows:

- (a) That the Noise Control Officer together with an off duty police officer and cruiser respond to all noise complaints in connection with McMaster University Homecoming Weekend, October 18, 19 and 20, 1990 at a cost of approximately \$1,000.
- (b) That the Finance and Administration Committee recommend the method of financing this operation.

Alderman D. Agostino requested staff to provide a report on the Homecoming event at a subsequent Transport and Environment Committee meeting.



**10. DIRECTOR OF TRAFFIC SERVICES****10.1 Neighbourhood Watch Program for the Rosedale, Bartonville and Glenview West Neighbourhoods**

As recommended by the Director of Traffic Services in a report dated September 17, 1990, the Committee recommended to Council as follows:

- (a) That the Rosedale, Bartonville and Glenview West Neighbourhoods be designated as Neighbourhood Watch Areas; and
- (b) That the Neighbourhood Watch signs for the Rosedale, Bartonville and Glenview West Neighbourhoods be erected and maintained by the City Traffic Department as long as these neighbourhoods maintain an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That the necessary funds be charged to Account No. 0345-0560 (Neighbourhood Watch Program).

**10.2 No. 131 Robinson Street - Application for a Time Limit Exemption Permit**

As recommended by the Director of Traffic Services in a report dated September 20, 1990, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first three eligible applicants residing at No. 131 Robinson Street.

**11. PARKING REGULATIONS**

Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee recommended to the Committee that By-law No. 89-72 be amended as follows:

- 11.1 (a) i. That a "Permit Parking" regulation be implemented on both sides of Colbourne Street between Park Street and Bay Street; and
  - ii. That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first 23 eligible applicants residing on Colbourne Street, on a first come, first served basis.
- 11.2 (b) That a "No Stopping, Wheelchair Loading" regulation be implemented on the west side of Caroline Street North commencing at a point 116 feet south of York Boulevard and extending to a point 40 feet southerly therefrom; and
- 11.3 (c) i. That the existing "One Hour Time Limit" regulation on the south side of Monterey Avenue between Province Street South and Park Row South be replaced with a "Permit Parking" regulation; and
  - ii. That the Director of Traffic Services be authorized to initially issue one parking permit to the eligible applicants residing at No. 142 Province Street South and 157 Park Row South and two parking permits each to eligible applicants residing in No. 132 Province Street South and 161 Park Row South; and

- iii. That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come first served basis, provided that the maximum of eight permits is not exceeded.
- 11.4 (d) i. That the existing "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the west side of Columbia Drive which commences at Delmar Drive and extends to a point 52 feet south of the north end, be replaced with a "No Parking" regulation; and
- ii. That a "No Parking" regulation be implemented on the north side of Delmar Drive commencing at Columbia Drive and extending to a point 133 feet westerly therefrom.
- 11.5 (e) i. That a "No Stopping" regulation be implemented on the east side of Tragana Avenue North commencing at a point 264 feet north of Britannia Avenue and extending to a point 81 feet northerly therefrom; and
- ii. That a "No Stopping" regulation be implemented on the west side of Tragana Avenue North commencing at a point 262 feet north of Britannia Avenue extending to a point 61 feet northerly therefrom.
- 11.6 (f) i. That the existing parking meters located on the south side of Myler Street between Sanford Avenue North and Westinghouse Avenue be removed and replaced with unrestricted parking; and
- ii. That the existing parking meters located on the east side of Westinghouse Avenue between Myler Street and Barton Street East be removed and replaced with unrestricted parking.
- 11.7 (g) That a "No Stopping" corner clearance be implemented on the south side of Maplewood Avenue commencing at Cedar Avenue and extending to a point 39 feet westerly therefrom.
- 11.8 (h) That the existing school bus loading zone on the north side of Limeridge Road East which commences at a point 21 feet west of the curb line of Leggett Crescent and extends to a point 40 feet westerly be extended such that regulation commences 21 feet west of the east curb line of Leggett Crescent and extends to a point 125 feet westerly therefrom.

## 12. INTERSECTION CONTROL

### 12.1 East 42nd Street and Pemberton Avenue

As recommended by the Director of Traffic Services in a report dated September 19, 1990, the Committee recommended to Council as follows:

- (a) That eastbound traffic on Pemberton Avenue be required to stop for northbound and southbound traffic on East 42nd Street; and
- (b) The City Traffic By-law No. 89-72 be amended accordingly.

12.2 Acadia Drive and Ridgemount Drive

As recommended by the Director of Traffic Services in a report dated September 19, 1990, the Committee recommended to Council as follows:

- (a) That three-way stop control be implemented at the intersection of Acadia Drive and Ridgemount Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

13. NEW BUSINESS

None

14. ADJOURNMENT

There being no further business, the meeting adjourned.

Taken as Read and Approved,

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

T. Agnello, Secretary





2.

**CORPORATION OF THE CITY OF HAMILTON**  
**MEMORANDUM**

\*\*\*\*\*

TO: Miss Tina Agnello, Secretary  
Transport and Environment Committee

YOUR FILE:

FROM: Mr. K. E. Avery  
City Clerk

OUR FILE:  
PHONE: 546-4587

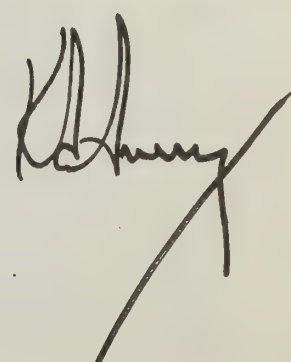
SUBJECT: MOTION TO REFER BACK SECTION 14 (r) OF THE TWELFTH REPORT OF THE TRANSPORT AND ENVIRONMENT COMMITTEE TO COUNCIL SEPTEMBER 25, 1990 DATE: 1990 September 26

At its meeting of September 25, 1990 Council, referred back for the Transport and Environment Committee's consideration, clauses (i) and (iii) of sub-section (r) of Section 14 of the Transport and Environment Committee's TWELFTH Report as follows:

- (i) That each residential unit abutting a designated block be allowed one permit regardless of whether or not the occupant owns a vehicle.
- (iii) In the event that there are excess parking spaces for which permits have not been issued, a permit may be issued to the occupant of a business premises.

c.c. Alderman H. Merling  
Chairman  
Transport and Environment Committee

Mr. M. F. Main, P.Eng.  
Director of Traffic Services  
Attention: Mr. M. Hazell



- (l) That a parking prohibition be implemented on the west side of Northgate Drive commencing at the southerly limit and extending to a point 45 feet northerly therefrom.
- (m) That parking be prohibited on the south side of Sanatorium Road from Rice Avenue to a point 412 feet easterly therefrom.
- (n) That the existing direction of stop control at the intersection of West 16th Street and Sanatorium Road be switched such that eastbound and westbound traffic on Sanatorium Road would be required to stop for northbound and southbound traffic on West 16th Street/Briarwood Crescent.
- (o) That northbound traffic on the east leg of Ironwood Crescent be required to stop for eastbound and westbound traffic on Independence Crescent.
- (p) That a four-way stop control be implemented at the intersection of East 23rd Street and Brucedale Avenue East.
- Amended** (q) That a three-way stop control be implemented at the intersection of Bay Street North and Macauley Street West.
- (r) That a parking permit policy be adopted as follows:
  - Referred Back** (i) That each residential unit abutting a designated block be allowed one permit regardless of whether or not the occupant owns a vehicle.
  - (ii) In cases where the occupant is not a vehicle owner, the occupant may loan the permit to any visiting nurse, homemaker, family member or other guest for the duration of the visit.
  - Referred Back** (iii) In the event that there are excess parking spaces for which permits have not been issued, a permit may be issued to the occupant of a business premises.
- (s) (i) That a three-way stop control be implemented at the southerly intersection of Birge Avenue and Cheever Street.
- (ii) That a two-way stop control be implemented at the turn in the roadway where Birge Avenue meets Cheever Street.
- (t) That a three-way stop control be implemented at the intersection of Greenhill Avenue and Stewartdale Avenue.



**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 September 27

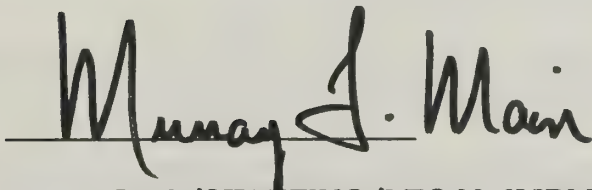
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Special Parking Permits for Residents Confined to Their Homes. (TEC-216-90)

**RECOMMENDATION:**

- a) That a policy be adopted to allow residents who are confined to their homes such that they rely on others for essential services, to obtain, at no charge, special parking permits which they may give their attendants to allow them to park their vehicles within existing "Permit Parking" areas in the block in front of the applicants' homes, for a maximum length of time of two hours, while the services are being performed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
\_\_\_\_\_

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

N/A

**BACKGROUND:**

At the 1990 September 17 meeting, Alderman Brian Hinkley asked the Transport and Environment Committee to consider the possibility of granting special parking permits to residents who are confined to their homes such that they rely on others for essential services, to obtain special parking permits which they may give to their attendants to allow them to park in front of their homes in "Permit Parking" and signed "Time Limit Parking" areas while the services are being performed. The Committee agreed with Alderman Hinkley's request, and also recommended to the City Council that every resident abutting a block be allowed one parking permit regardless of whether or not the resident owns a vehicle, and also, in the event that there are excess parking permits available for a street, a permit may be issued to the occupant of an adjacent business. The City Council, on 1990 September 25, agreed with the principle of allowing visiting nurses, homemakers, family members or other guests to utilize a special permit while the essential services are being

business. The City Council, on 1990 September 25, agreed with the principle of allowing visiting nurses, homemakers, family members or other guests to utilize a special permit while the essential services are being performed, but not with the recommendations regarding every resident obtaining a permit or issuing permits to abutting businesses, and these matters were referred back.

After reviewing the matter, the Traffic Department concurs with Alderman Hinkley's suggestion that special permits be made available to residents who are confined to their homes such that they rely on others for essential services. In order to administer such a program, the Traffic Department recommends, that the Traffic By-law be amended accordingly and that the permits be issued on the following basis:

- Any resident abutting a street controlled by a "Permit Parking" regulation who is confined to their home such that they rely on others for essential services may apply in writing to the Traffic Department for a "Home Services Parking Permit"; and
- The Director of Traffic Services be authorized to issue "Home Services Parking Permits" on an annual basis, and
- Every applicant for a permit will be required to complete an application verifying that, because of health problems, they require assistance from others for essential services, and that they do not drive a motor vehicle, and no one in the premises is available to perform this function; and
- There will be no charge for the "Home Services Parking Permit"; and
- The permit will be made available only to visiting nurses, homemakers, or others in the act of providing essential services for the permit holder; and
- In the event that the permit holder relocates, the applicant must return the parking permit but may apply for a "Home Services Parking Permit" for another street if required; and
- Parking will be limited to a maximum of two hours for those vehicles displaying "Home Services Parking Permits"; and
- The Director of Traffic Services, with the approval of the City Council, may upon 30 days notice, cancel a "Home Services Parking Permit".

The proposed policy will allow non-residents to park on a street in a "Permit Parking" area while providing essential services to a resident, but will maintain the intent of the parking permit programs which is to increase the availability of parking for residents only.

Alderman Hinkley has advised that he concurs with the proposed program for issuing "Home Services Parking Permits". At this time, the Traffic Department is not recommending that "Home Services Parking Permits" apply to parking time limit streets, since non-residents can park on these streets for a period of time up to the signed limit without special permission. However, the Traffic Department has agreed to review this issue in the future if necessary.

3.

**CITY OF HAMILTON**  
**— RECOMMENDATION —**

**DATE:** 1990 October 1

**REPORT TO:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. D. W. Vyce  
Director of Property

**SUBJECT:** Sale of Property at 957 Upper Paradise  
Road to the Regional Municipality of  
Hamilton-Wentworth for road widening purposes  
(50.21.7 - 4509)

**RECOMMENDATION:**

- a) That an Offer to Purchase executed by Regional Officials on September 24, 1990 and scheduled for closing on or before January 7, 1991 for the purchase of part of the property at 957 Upper Paradise Road for the sum of \$1.00, required for road widening purposes be approved and completed.

Note: Subject parcel has a frontage along the easterly limit of Upper Paradise Road of 180.966 metres (593.72 feet), more or less, by a depth of 5.182 metres (17 feet), more or less, shown as Part 5 and part of Part 6 on the attached copy of Plan 62R-10593. The purchase price of \$1.00 is to be credited to Account CH 4X501 00102 (Sale of land - Property Purchases).

- b) It is understood and agreed that this parcel of land is being sold to the Region for the widening of Upper Paradise Road.

  
\_\_\_\_\_  
D. W. Vyce

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

See above recommendation.

**BACKGROUND:**

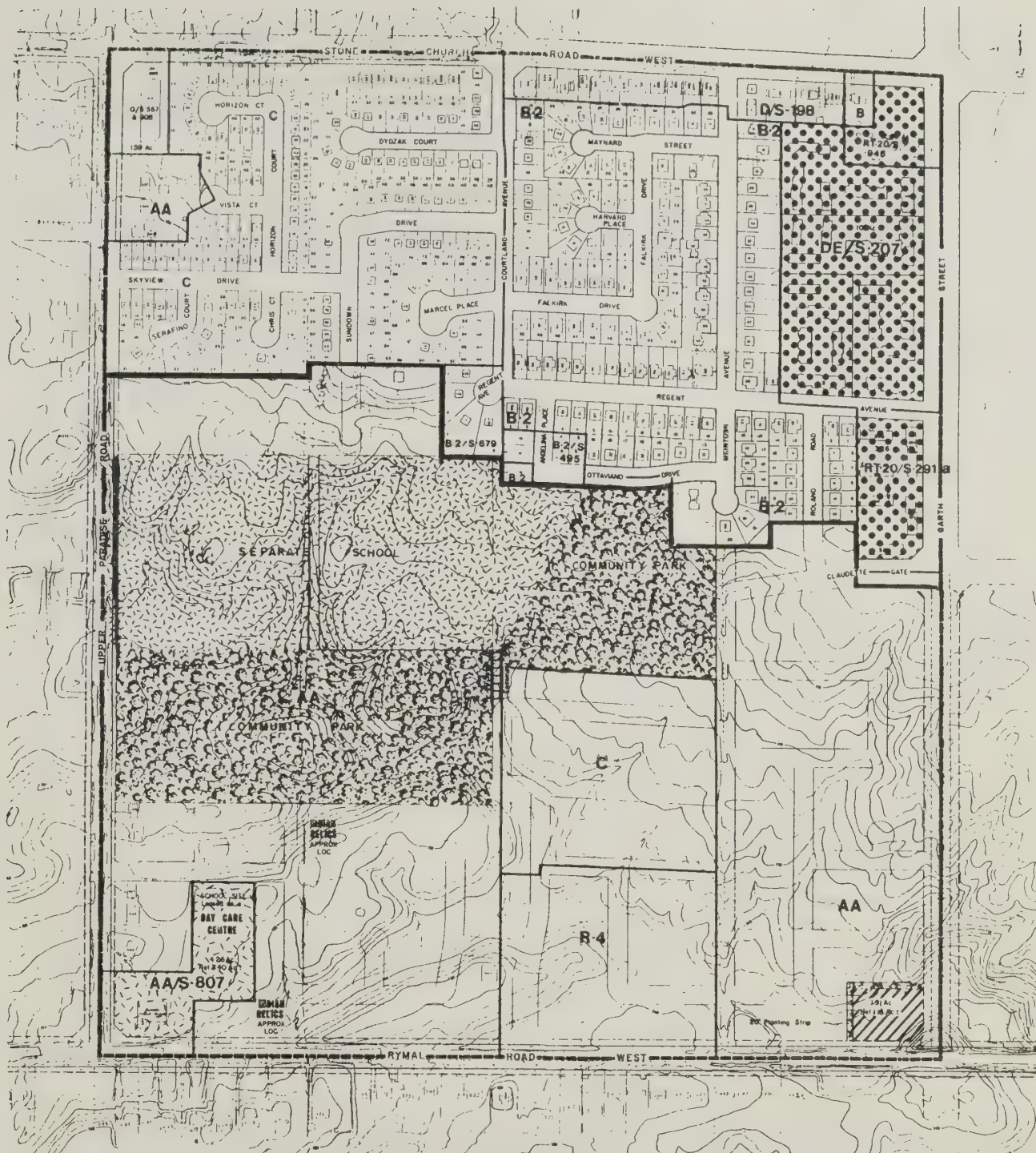
The City of Hamilton is exchanging lands with the Hamilton-Wentworth Roman Catholic Separate School Board for the construction of a new high school at this location. The parcel of land being conveyed to the Region is required for road widening purposes and will be incorporated into the road allowance of Upper Paradise Road.



1 October 1990  
Transport and Environment Committee  
Page 2

Attach.

- c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
  - Mr. T. Gill, Acting Commissioner of Engineering  
Attention: Mr. G. Aston
  - Mr. R. Douglas, Manager of Field Surveys



**NOTE:** This is a **GUIDE PLAN** only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

### LAND USE

#### RESIDENTIAL

- single & double detached housing
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL**
- INDUSTRIAL**
- CIVIC & INSTITUTIONAL**
- PARK & RECREATIONAL**
- OPEN SPACE**
- UTILITIES**

- Neighbourhood Boundary
- Zoning Boundary

Approvals

Planning Committee FEB. 27, 1985 Council MARCH 12, 1985

Latest Revision Date MAY 9, 1989

**CITY OF HAMILTON**  
PLANNING DEPARTMENT

**FALKIRK EAST**  
APPROVED PLAN



0 100 m  
SCALE 50 m

EXISTING POPULATION (1985) 1124





OCT 15 1990

FOR ACTION

4.

REPORT TO: Ms. T. Agnello, Secretary  
Transport and Environment Committee

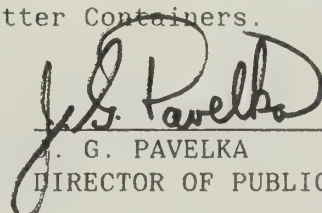
FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 October 15  
COMM FILE: 3-2.2  
DEPT FILE: 90-1025A

SUBJECT: Litter Containers

RECOMMENDATION:

- (a) That the Public Works Department encourage businesses, fast food outlets and variety stores to assist in dealing with the litter and paper problem by supplying litter containers at strategic locations on the road allowance where the owner of a business will agree to empty the litter container regularly (daily).
- (b) That \$10,000 be transferred from Account No. 60510 56339 Water Delivery to a new Account No. 60128 56210 Fabrication of Litter Containers.

  
J. G. PAVELKA  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Over the past two budget presentations, the attached expansion package to increase the litter container service within the City of Hamilton has been presented, however, due to budget limitations the expansion package has not been approved.

Last year, during the discussion of the litter problem, the Committee concurred that there was a problem, however, the Committee determined that it was more important to try to tackle the source of the problem - the abuser, so a Sanitation By-Law Enforcement Officer position was approved.

The job description and the salary rating for this position has been completed, so the position will soon be filled.

Even though the City of Hamilton hasn't had the benefit of the services of the Sanitation By-Law Enforcement Officer, the litter problem persists.

Another partial solution to this continuing problem is for the City of Hamilton to supply litter containers at locations where the adjacent owner of a business agrees to empty the container regularly (daily).

Specifically, locations where there are variety stores and/or fast food outlets where customers tend to wander away dropping litter along their path are some logical locations where the City should provide the container, only if a local merchant or resident agrees to empty the litter container daily.

Recently, due to problems with litter and paper around both Copps Coliseum and the Hamilton Public Library, the Public Works Department supplied litter containers on the basis that the staff for these respective organizations would empty the container daily.

For \$10,000, approximately 25 containers can be fabricated and placed on the road allowance.

Prior to any more litter containers being fabricated, the Public Works Department will undertake a review of the litter containers that are being manufactured, their cost and how well they meet the City's requirements.

If the City continues to fabricate its own containers, the containers would be fabricated over the current concrete season so that they would be available for the Spring of the next year.

Containers would be placed at a location, on a first come basis, only after the Department confirms that a container is required and only after the owner of the business has agreed, in writing, to empty the container daily and for at least 6 days per week. Furthermore, if the property owner or the owner of the business does not comply by emptying the container, it will be removed.

It is also understood that the Public Works Department will be responsible for repair and/or replacement of the container.

JGP/jdh  
Encl.

c.c. D. Lobo, Manager, Streets and Sanitation  
c.c. G. Macaluso, Chief Administrative Officer, H.E.C.F.I.  
c.c. J. McAnanama, Hamilton Public Library  
c.c. E. Matthews, Treasury  
c.c. Alderman B. Hinkley, Chairman, Keep Hamilton Clean Committee

# 1990 CURRENT BUDGET ESTIMATES

## SERVICE PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. Department/Local Board Public Works - Streets Division
2. Considerations: (a) Amount 1990 \$ 87,200 /Annualized \$ 117,000  
 (b) Effective Date May 1, 1990  
 (c) Included ☐ or Not Included ☒  
 in Estimates  
 (d) Affects Current ☒ and/or  
 Expansion ☒ Level of Service

### 3. Package Description

Refuse Packer Litter Containers 20 yds. - to provide an improved service and accommodate forty requests by placement of forty extra containers to allow a cleaner, healthier environment. This would also allow a five night collection instead of three nights, with the exception of the Downtown core, which is 7 nights over..

4. What are the consequences of not funding this package?  
 (If not included in estimates, explain benefits if this package is funded)

The above service will not be provided.

5. Does this package affect other Depts./Boards? If so, how?

No.

6. Are there alternative methods of providing or achieving the service as described above. If so, how?

No.

7. Package ranking by - Dept./Board: \_\_\_\_\_ of \_\_\_\_\_  
 - Committee: \_\_\_\_\_ of \_\_\_\_\_

### 8. Account Analysis:

Account No.	Amount
51401-60128	\$ 40,000
56601-60128	44,500
56103-60128	32,500

TOTAL AMOUNT \$117,000





F O R   A C T I O N

5a.

REPORT TO: MS. T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: September 19, 1990  
COMM FILE: 3-11.9.1  
DEPT FILE: T103-23(6)

SUBJECT:

Street Closures and Temporary Closures - Annual Santa Claus Parade.

RECOMMENDATION:

That the request to close Catharine Street South between Main Street East and King Street East from 9:45 a.m. to 12:00 noon on Saturday, November 17, 1990, in order that the Hamilton Santa Claus Parade Committee may hold the Annual Santa Claus be approved during the pleasure of City Council provided:

- a) That Council of the Region of Hamilton-Wentworth approve the proposal;
- b) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- c) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
- d) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- e) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

Cont'd ...

September 19, 1990

Street Closures and Temporary Closures - Annual Santa Claus Parade.

Cont'd ...

- f) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event.
- g) That no property owner or resident within the barricaded area will be denied access to their property upon request.
- h) That all property owners and tenants along the closed portion of the route be notified of the parade by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

*Ted Gill*

---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

N/A

BACKGROUND:

We have received a request from Pat Sullivan, (P.O. Box #6087, Station "F", Hamilton, 1545 Stone Church Road East, Hamilton L0R 1P0), agent on behalf of Hamilton Santa Claus Parade Committee, to hold a Santa Claus Parade on Saturday, November 17, 1990 from 9:45 a.m. to 12:00 noon.

Catharine Street South from Main Street East to King Street East will be closed along with the following Regional Roads:

York Boulevard from Bay Street West to Queen Street West  
Queen Street North from York Boulevard to Main Street West  
Main Street West from Queen Street West to Catharine Street East  
King Street East from Catharine Street East to Bay Street West  
Bay Street West from King Street West to York Boulevard

Cont'd ...



-Page 3-  
September 19, 1990

Street Closures and Temporary Closures - Annual Santa Claus Parade.

Cont'd ...

Although there is no written policy, Council has approved similar requests over the years for this event. The Regional Police Department have reviewed the route of the parade and they indicate that appropriate traffic control and detour routes can be provided.

*JKC* JKC:ccc

cc: Staff Sgt. W. Martin, Regional Police Department  
cc: J. G. Pavelka, Director of Public Works  
cc: M. F. Main, Director of Traffic Services



F O R   A C T I O N

5b.

REPORT TO: MS. T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: October 2, 1990  
COMM FILE: 3-11-7  
DEPT FILE: T103-37

SUBJECT:

Banner Display Connection  
August 12, 1991 to August 19, 1991

RECOMMENDATION:

That the Country Music Week '91 Committee be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, August 12, 1991 to Monday, August 19, 1991, with the following message:

"COUNTRY MUSIC WEEK '91  
SEPTEMBER 9-15

*Ted Gill*

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

If the application is approved, an installation fee of \$215.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND:

We have received an application from the Country Music Week '91 Committee requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because Country Music Week '91 Committee has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:ccc

H. Reinhold, Department of Public Works





OCT 15 1990

F O R   A C T I O N

5c.

REPORT TO: MS. T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: September 12, 1990  
COMM FILE:  
DEPT FILE: E207-01

SUBJECT:

Discharge of Grading and Maintenance of Streets and Culverts Agreement.

RECOMMENDATION:

That the Mayor and City Clerk be authorized and directed to execute the necessary documents for the discharge of the Grading and Maintenance of Streets and Culverts Agreement registered on title as Instrument No. 429194 at 143 Chesley Street, Hamilton.

*Ted Gill*

---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATION:

Nil

BACKGROUND:

An agreement was entered into between Mr. Chester J. Brown and the Corporation of the Township of Barton, dated April 4, 1950, registered August 29, 1950 as Instrument No. 429194, for the maintenance of the street and culverts abutting the property.

A request has been received from Allan Judd, Solicitor, on behalf of the property owners, Mr. and Mrs. John S. C. Verschoor, currently residing at 143 Chesley Street, Hamilton, to discharge the maintenance agreement. As the street is now established as a public highway, this agreement is no longer required and will clear title to the lands.

*TLM* TLM:ccc

cc: P. Noe Johnson, City Solicitor  
cc: M. C. F. Watson, Real Estate





F O R   A C T I O N

OCT 16 1990

5d.

REPORT TO:     Ms. T. Agnello, Secretary  
                    Transport and Environment Committee

FROM:           E.M. Gill, P.Eng.  
                    Acting Commissioner of Engineering

DATE:    October 15, 1990  
COMM FILE:  
DEPT. FILE:    S705-26


SUBJECT:

Installation of Municipal Services on Part of Ridge Street from Chipman Avenue to Approximately 57m south.

RECOMMENDATION:

- a)    That the Transport and Environment Committee recommend to City Council that the construction of a combined curb and concrete sidewalk with an asphalt granular base roadway be proceeded with as a local improvement pursuant to Section 12 of the Local Improvement Act.
- b)    That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.
- c)    That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

NOTE:    Financing for this project has been previously dealt with.

  
\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS:

This report does not increase City costs, it only provides for authority to levy approved construction on the abutting lands.

BACKGROUND:

In adopting Item 21 of the 16th report of the Planning and Development Committee, City Council, on June 27th, 1989 approved the subdivision application by Arthur Weisz to establish a draft plan of subdivision east of Upper James Street and north of Stone Church Road East known as Effort Gardens".

continued....

page 2  
October 15, 1990

Installation of Municipal Services on Part of Ridge Street from Chipman Avenue to Approximately 57m south.

continued.....

A condition of draft plan approval was ... "That this plan of subdivision not receive final approval before road access is available from Ridge Street and from a road connection to Stone Church Road East"... In order to satisfy this condition, the Owner submitted a second subdivision application called "Effort Gardens Extension" to extend from the north limit of "Effort Gardens" to the south limit of the existing Ridge Street road allowance.

On May 29, 1990, City Council adopted Item 7 of the eleventh report of the Planning and Development Committee approving the subdivision application for the "Effort Gardens Extension" subdivision. In order to save time, because the Effort Gardens Extension is so small, servicing for this subdivision was included with the servicing for the Effort Gardens subdivision.

Provisions were also made in the Engineering Drawings and Schedules, in Effort Gardens, to construct municipal services on the existing portion of Ridge Street from Chipman Avenue to approximately 57m south. These services were included in the Effort Gardens Subdivision in order to satisfy the Area Municipality's requirement to have the developer provide dual access into the subdivision. On June 16 1990, City Council approved the Engineering Schedules for these subdivisions.

In order to assure normal recovery along the 47m of Ridge Street which was established some 40 years ago, it is proposed that the road and sidewalks be rated under the Local Improvement Act. It is therefore recommended that the works be advertised under Section 12 of the Act, so that the two abutting owners will pay a fair share and have the option to have the costs added to their taxes over 15 years. The financing for the City's share was dealt with under the subdivision approval process.

*M*MI:tlm

cc: E.C. Mathews, City Treasury Department  
cc: P.Noel Johnson, City Solicitor's Office

" ESTIMRAG "

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH  
DEPARTMENT OF ENGINEERING  
ROAD/ SIDEWALK/ CURB/ ALLEY ESTIMATE

ESTM\_mark inrig

ESTIMATE FOR ASPHALT ON GRANULAR ROAD, SIDEWALKS AND CURBS PET SEC. 12,L.I. SEC 8,L.I.A  
LOCATION: RIDGE STREET  
From CHIPMAN AVENUE To approx. 53 METRES SOUTH OF CHIPMAN AVENUE

Project No.

Account No.

Road	Width (metres)	8.50 (8m Pavement)	Length (metres)	53	Area (sq. metres)	460
Sidewalk	Width (metres)	1.50	Length (metres)			
Curb	Width (metres)		Length (metres)			
Break out /Grade Shape Compact				460 Sq. Metres	@ \$6.50	\$2,990.00
Gran."A" Base /Drive. Repairs	375 mm. Thick			500.00 Tonnes	@ \$10.70	\$5,350.00
Binder Course (HM5) Asphalt	160 mm. Thick			186.00 Tonnes	@ \$45.00	\$8,370.00
Surface Course (HM3) Asphalt	40 mm. Thick			45.00 Tonnes	@ \$57.00	\$2,565.00
Burn / Plane Asphalt	25 mm. Thick			Sq. Metres	@ \$11.50	\$0.00
Adjustments And Cleanings				Each	@ \$140.00	\$0.00
Construct walk adjacent to curb	1.35mm. Wide			118.00 Lin. Metres	@ \$55.00	\$6,490.00
Reconst./Repair C.W. & C.	1.5 m. Wide			Lin. Metres	@ \$67.00	\$0.00
Construct Mountable Curb & Gutter				118.00 Lin. Metres	@ \$36.00	\$4,248.00
Reconst./Repair Ind. Curb	150 mm. Wide			Lin. Metres	@ \$45.00	\$0.00
Construct Curb Mono With Curb				Lin. Metres	@ \$28.30	\$0.00
Construct Wheel Chair Ramps				2.00 Each	@ \$37.00	\$74.00
Reconst. Regular Approach				Lin. Metres	@ \$28.00	\$0.00
Reconst. Apron Approach				Sq. Metres	@ \$37.50	\$0.00
Reconst. California Approach				Lin. Metres	@ \$18.00	\$0.00
Construct Single Catch Basin				Each	@ \$1,120.00	\$0.00
Construct Double Catch Basin				Each	@ \$1,400.00	\$0.00
Construct Catch Basin Drain	200 mm. Diameter			Lin. Metres	@ \$160.00	\$0.00
Calcium Chloride				6.00 40 kg bag	@ \$19.00	\$114.00
Concrete Repairs				Sq. Metres	@ \$37.00	\$0.00
Asphalt Repairs				Sq. Metres	@ \$21.00	\$0.00
Sod Repairs ( 2m wide )				240.00 Sq. Metres	@ \$5.70	\$1,368.00
Private Curb Repairs				Lin. Metres	@ \$45.00	\$0.00
Extra Exc. And Pit Run Slag				30.00 Cu. Metres	@ \$28.50	\$855.00
Utility Relocation (Provisional)				Lump Sum	@ 1	\$0.00
Traffic Duct, Handholes, And Pole Bases				Lump Sum	@ 1	\$0.00

TOTAL ESTIMATED CONTRACTUAL \$32,424.00

Engineering, Materials, 25 % \$8,106.00  
Contingencies and Overhead

TOTAL ESTIMATED COST OF WORK \$40,530.00

Plus If Debentured Over yrs.  
PRIVATE DRAIN CONNECTIONS (SECT.3,4, &8,L.I.A.) @ ERR  
Estimated By: D.E.WEST JUNE 27, 1990 Plan No. 85.20 PER SQ. METRE

PROPERTY OWNER'S SHARE

CITY'S SHARE

REDUCTION UNDER SEC. 28 OF THE ACT

AGGREGATE AMOUNT OF SUCH REDUCTION

ESTIMATED COST PER METRE

ESTIMATED ANNUAL COST PER METRE

TO BE COMPLETED BY TREASURY DEPARTMENT

\$17,590.00

\$22,940.00

45.72 m

\$16,824.96

\$368.00

TO BE COMPLETED BY DEPARTMENT OF TRANSPORTATION

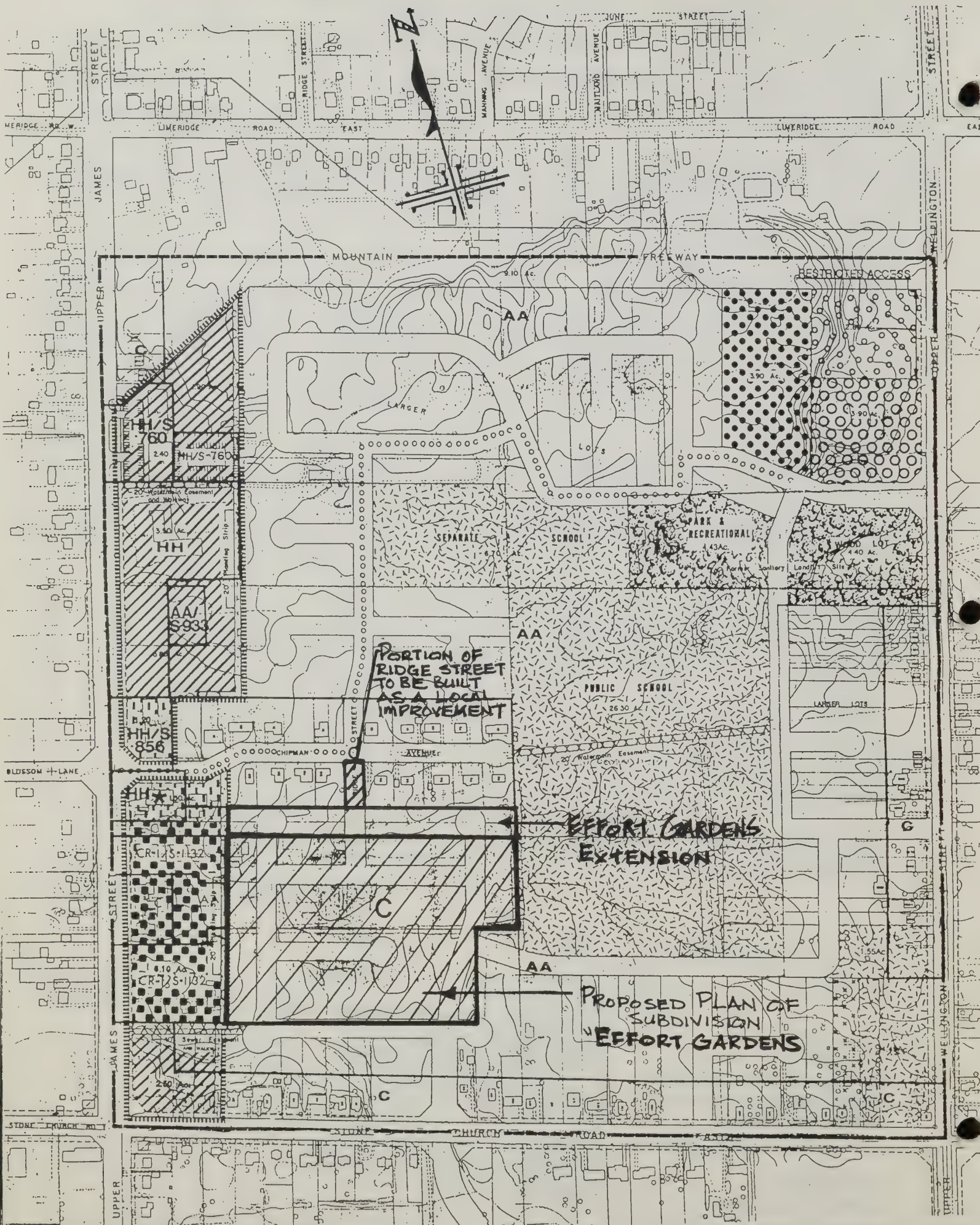
ESTIMATED SUBSIDY

ESTIMATED NET CITY'S SHARE

NIL

\$22,940.00





1-NAME NEIGHBOURHOOD

KEY PLAN

APPROVED PLAN

OCT 16 1990

FOR ACTION

5e.

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING


DATE: October 15/90  
COMM FILE:  
DEPT FILE: (See  
Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

- a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.
- |                       |                               |
|-----------------------|-------------------------------|
| Mount Pleasant Avenue | Part 1, Plan 62R-10413        |
| Donn Avenue           | Part of Part 6, Plan 62R-9499 |
| Highridge Avenue      | Part of Part 6, Plan 62R-9499 |
| Donn Avenue           | Part 10, Plan 62R-9499        |
- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Engineering be authorized and directed to register the by-laws.

  
\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

- page 2 -  
October 15, 1990

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

KML:ljm  
Encl.

cc: Mr. K. E. Avery, City Clerk  
Att: R. Morrison (encl.)  
cc: Ms. Patrice Noe Johnson, City Solicitor  
cc: Mr. F. Angelici, Planning Department



SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Mount Pleasant Avenue	Part of Lot 5, Concession 8, (Township of Barton) designated as southerly 81m of Part 1, Plan 62R-10413	N/A	To provide access from Mount Pleasant Avenue to Lots 16 and 17 and Independence Drive on Plan 62M-624	S720-26
Donn Avenue	Part of Lot 24, Concession 2, (Township of Saltfleet) designated as the southerly 13.826m of Part 6, Plan 62R-9499	N/A	To incorporate Reserve into Donn Avenue.	S609-01
Highridge Avenue	Part of Lot 24, Concession 2, (Township of Saltfleet) designated as the northerly 0.3m of Part 6, Plan 62R-9499	N/A	To incorporate Reserve into Highridge Avenue.	S609-01
Donn Avenue	Part of Lot 24, Concession 2, (Township of Saltfleet) designated as Part 10, Plan 62R-9499	N/A	To incorporate Reserve into Donn Avenue.	S609-01



OCT 16 1990

F O R   A C T I O N

5f

REPORT TO:     Ms. T. Agnello, Secretary  
Transport and Environment Committee

FROM:           E.M. Gill, P.Eng.  
Acting Commissioner of Engineering

DATE:    October 15, 1990  
COMM FILE:  
DEPT. FILE:    S718-62

SUBJECT:

Permission for the Board of Education to Cross Over Part '13' (0.3m Reserve) of Reference Plan 62R-11311 (The Gardens of Rymal - Phase 1 at Upper Wentworth Street).

RECOMMENDATION:

1.    That the City grant permission to the Board of Education to cross Part 13 (0.30m reserve) on reference plan 62R-11311 at the south limit of Upper Wentworth Street in order that they may maintain their interior lands.
2.    That the Mayor and City Clerk be authorized to execute the necessary documents, with the Board of Education, to grant permission for the Board to cross the 0.30m reserve.



\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS:

The approval of this report does not involve any City expenditure other than incidental staff time costs.

BACKGROUND:

In November of 1989, Benemar Construction Inc. purchased the lands on the south side of Rymal Road at Upper Wentworth Street as shown on reference plan 62R-10725. South of the lands owned by Benemar Construction are lands owned by the Board of Education for the City of Hamilton.

continued.....



- page 2 -  
October 15, 1990

Permission for the Board of Education to Cross Over Part '13' (0.3m Reserve) of Reference Plan 62R-11311 (The Gardens of Rymal - Phase 1 at Upper Wentworth Street).

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continued.....

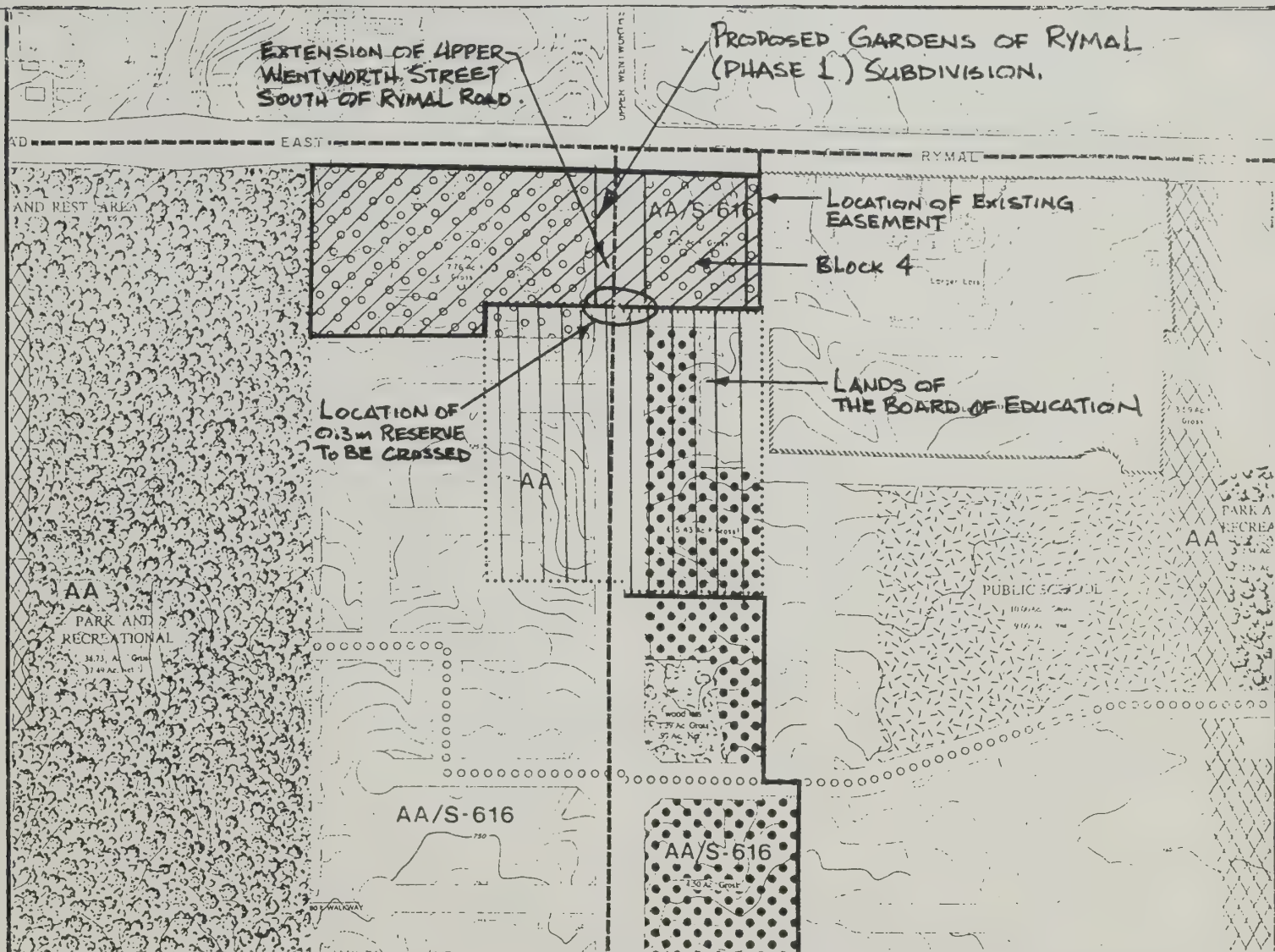
Since the lands owned by the Board of Education have no frontage on Rymal Road, they were required to obtain an easement over the lands owned by Benemar Construction to gain access to their property. This easement is a 10.0m right-of-way known as Part 2 on Reference Plan 62R-10725.

In June of 1990, Benemar Construction entered into subdivision agreements with both the City and Region to develop a portion of their lands fronting Rymal Road. These lands are known as The Gardens of Rymal- Phase 1 and are composed of three (3) townhouse blocks (Blocks 2, 3 and 4). The existing easement for the Board of Education is located along the west limit of Block 4 and in order for Benemar Construction to obtain building permits for Block 4, the easement must be discharged.

The Gardens of Rymal - Phase 1 subdivision will establish Upper Wentworth Street south from Rymal Road to the north limit of the Board of Education lands. At the north limit of the Board of Education lands, there is a 0.30m reserve known as Part 13 on Reference Plan 62R-11311. In order for the Board of Education to maintain access to their lands, it will be necessary for them to cross over the 0.30m reserve, thus allowing Benemar Construction to build their townhouses.

MJI:tlm

cc: P. Noe Johnson, City Solicitor's Office



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

#### LEGEND:

Board of Education for the City of Hamilton Existing School Sites

Possible Bike Route

#### LAND USE

##### RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary

#### Approvals

Planning Committee NOV. 1, 1989 Council NOV. 14

Latest Revision Date NOV. 29, 1989

**CITY OF HAMILTON**  
PLANNING DEPARTMENT  
**CHAPPEL EAST**  
**CHAPPEL WEST**

APPROVED PLAN



NORTH

0 100 m  
SCALE 50 m

EXISTING POPULATION (1988) 10





5g.

F O R   A C T I O N

REPORT TO:     Chairman and Members  
                 Transport and Environment Committee  
                 Attention: Ms. T. Agnello, Secretary

FROM:           E. M. Gill, P. Eng.  
                 Acting Commissioner of Engineering

DATE:    October 16, 1990  
COMM FILE:    3-11-2  
DEPT FILE:    T108-07

SUBJECT:

Railway Engine Whistling  
Railway Crossing at Greenhill Avenue  
Mileage 51.90, Fort Erie Subdivision  
CP Rail

RECOMMENDATION:

1.    a.    That the City Solicitor be directed to prepare a By-law requesting CP Rail to stop train whistling at the grade crossing situated at Greenhill Avenue, Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, 31.99, Welland Subdivision);
- b.    That the City Solicitor be directed to make an application to the National Transportation Agency under Subsection 230 (1) of the Railway Act for an order requiring CP Rail to stop train whistling at the grade crossing situated at Greenhill Avenue, Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, 31.99 Welland Subdivision);
2.        That the Minister of Transport for Canada be petitioned by City Council to issue an order under the authority of the Railway Safety Act or the Transport Act, or whatever other legislation may be appropriate, requiring CP Rail to stop train whistling at the grade crossing situated at Greenhill Avenue, Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, 31.99 Welland Subdivision) or, in the alternative, to request the Governor in Council to issue such an order.

*Ted Gill*

---

E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

Cont'd

FINANCIAL IMPLICATIONS:

N/A

BACKGROUND:

This Report is further to our For Action of August 31, 1990 to Committee and is presented for the purpose of providing a solution to the problem experienced by residents in the vicinity of the grade crossing situated at Greenhill Avenue as a result of the Federal Government regulation that requires trains to sound their whistle at public grade crossings.

The solution that we are recommending here involves a two-pronged approach.

The first approach entails the City passing a By-law requesting CP Rail to stop train whistling at the Greenhill Avenue grade crossing and then making an application to the National Transportation Agency for an order requiring CP Rail to do this.

Although the National Transportation Agency no longer has the express power to approve a municipal By-law prohibiting train whistling at a grade crossing, it now has the power to make orders generally providing for "the accommodation and comfort of the public in the running and operating of trains." It is this authority that the City will rely on when it applies to the Agency. The City's position will be that the comfort of the public is adversely affected by the train whistling at this crossing. As indicated below, safety is not an issue.

CP Rail has advised us that it will support the City's application and will offer any assistance it can in progressing this matter further. CP Rail is reluctant to stop train whistling on its own initiative, i.e., by issuing an instruction to its employees, because, in its view, in the absence of an order from the National Transportation Agency or Transport Canada, it is not fully protected from liability with respect to any failure to whistle. In our view, CP Rail's concerns about liability are not unfounded. The City will seek similar protection against any liability that may arise as a result of whistling being stopped at this grade crossing.

CP Rail and Transport Canada both agree that the cessation of train whistling at the Greenhill Avenue grade crossing will not affect the safety of rail operations over this crossing.

-Page 3-  
October 17, 1990

Cont'd

However, we must advise that the application is a novel solution. In other words, it has not been tried before. As a result, even though all of the parties are in agreement that whistling can be stopped at the Greenhill Avenue grade crossing, the National Transportation Agency may determine that it does not have the power to make the order requested by the City. Accordingly we are recommending that the City concurrently pursue the second approach.

The second approach entails the city petitioning the Minister of Transport to issue such an order and, if the Minister does not feel that he has the power to issue it, to request the Governor in Council, i.e., the Federal Cabinet, to do so.

Since January 1st, 1989, the Minister of Transport has had the responsibility for railway safety. The City's petition is a direct, personal appeal to the Minister to exercise the broad regulatory powers stemming from this responsibility to provide an immediate solution to the problems being experienced at the Greenhill Avenue grade crossing. Since the Minister is a member of Cabinet, we are recommending the alternative solution of the Minister obtaining the necessary relief from the Cabinet.

While the City is pursuing these remedies, we will continue to seek other solutions to the present problem.

BJL/RPM:lm  
*lm*

cc: Mr. L. Sage  
Chief Administrative Officer

P. Noe Johnson  
City Solicitor

Mr. P. Hooker  
Manager, Legal Services

Mr. B. Loreto  
City Solicitor





6a.

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 October 11

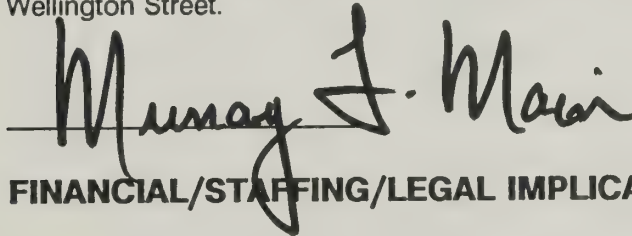
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersection of Queensdale Avenue East and Upper Wellington Street - request for a School Crossing Guard. (TEC-245-90)

**RECOMMENDATION:**

That a School Crossing Guard not be assigned to the intersection of Queensdale Avenue East and Upper Wellington Street.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

The present cost of assigning a School Crossing Guard to any intersection in the City is \$7226.00.

**BACKGROUND:**

Alderman Henry Merling has forwarded to the Traffic Department a request by Ms. L. Booker, 230 East 12th Street, that a School Crossing Guard be assigned to the intersection of Queensdale Avenue East and Upper Wellington Street, due to a motor vehicle collision involving her son.

In report TEC-230-89 the Traffic Department, in response to a petition, recommended that a School Crossing Guard not be assigned to Upper Wellington and Queensdale. This recommendation was approved by the Committee at its 1989 October 23 meeting.

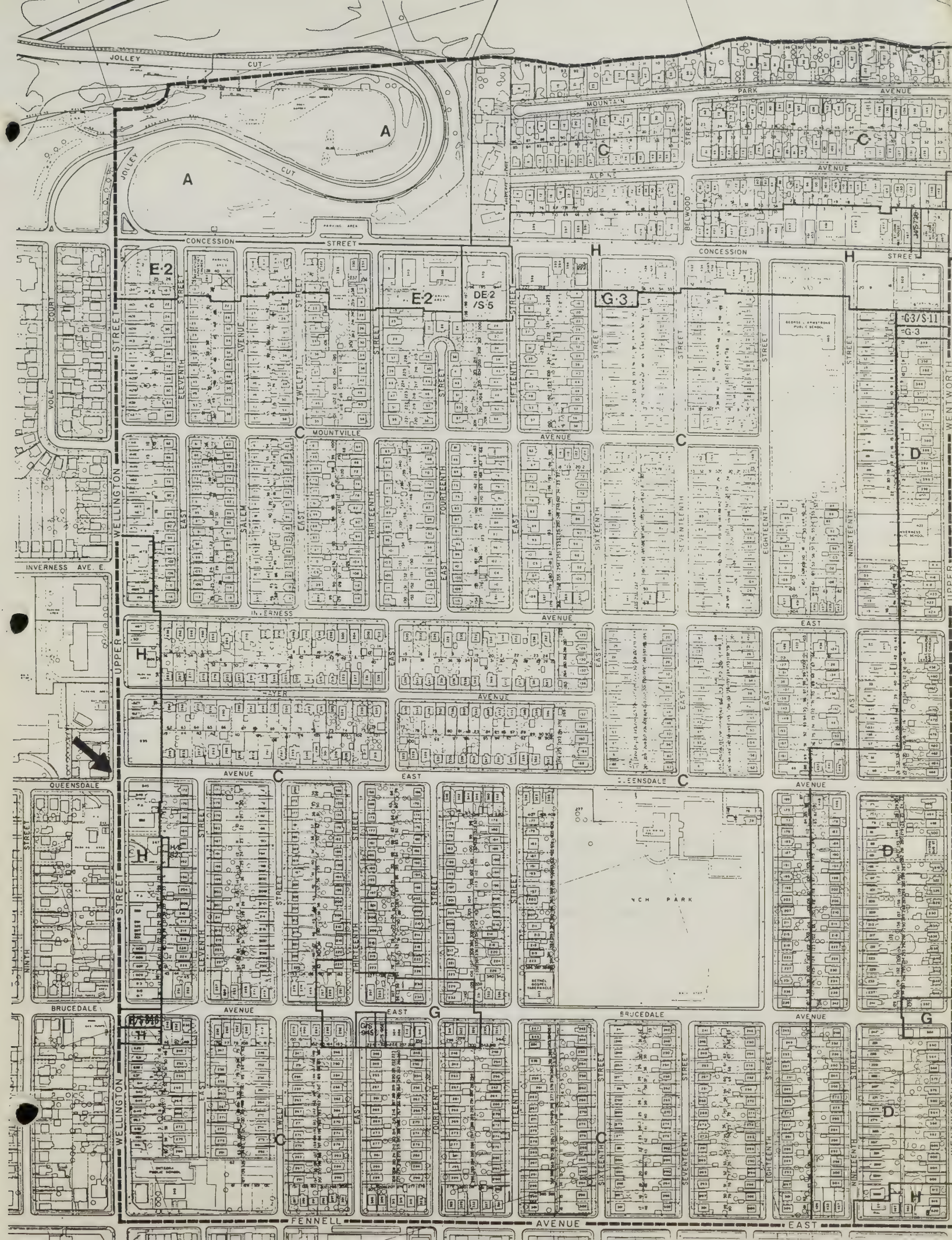
The Traffic Department restudied this intersection on 1990 October 02 and 03, and has determined that the number of children crossing with the traffic signal at this intersection has not substantially changed in the past year. In 1989 it was reported that 17 children crossed Upper Wellington and 9 children crossed Queensdale during the 4 school crossing periods. In the 1990 study, the Traffic Department recorded 20 children crossing Upper Wellington and 6 children crossing Queensdale during the same 4 periods.

Traffic Department records indicate that there has been only 1 pedestrian collision reported at this intersection in the past 6 1/2 years. This collision involved an 8 year old boy who was crossing Queensdale with the right-of-way and who was struck by westbound vehicle in the crosswalk. The injuries were minimal

and the collision was not investigated at the scene. In view of this collision the Traffic Department re-examined the behaviour of motorists and pedestrians and the operation of the traffic signal at Upper Wellington and Queensdale. It was observed that the traffic signal alternated the right-of-way such that all pedestrians had absolutely no problems crossing with the pedestrian signals and there were no incidents of conflict between pedestrians and vehicular traffic whatsoever.

For these reasons, the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Upper Wellington and Queensdale, at this time.









6b.

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 September 20

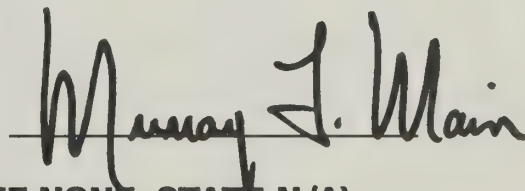
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersection of Southbend Road and Upper Wellington Street - school crossing guard. (TEC-231-90)

**RECOMMENDATION:**

That the school crossing guard which was assigned to the intersection of Southbend Road and Upper Wellington Street on a temporary basis, be retained permanently.

A handwritten signature in dark ink, reading "Murray F. Main", written over a horizontal line.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

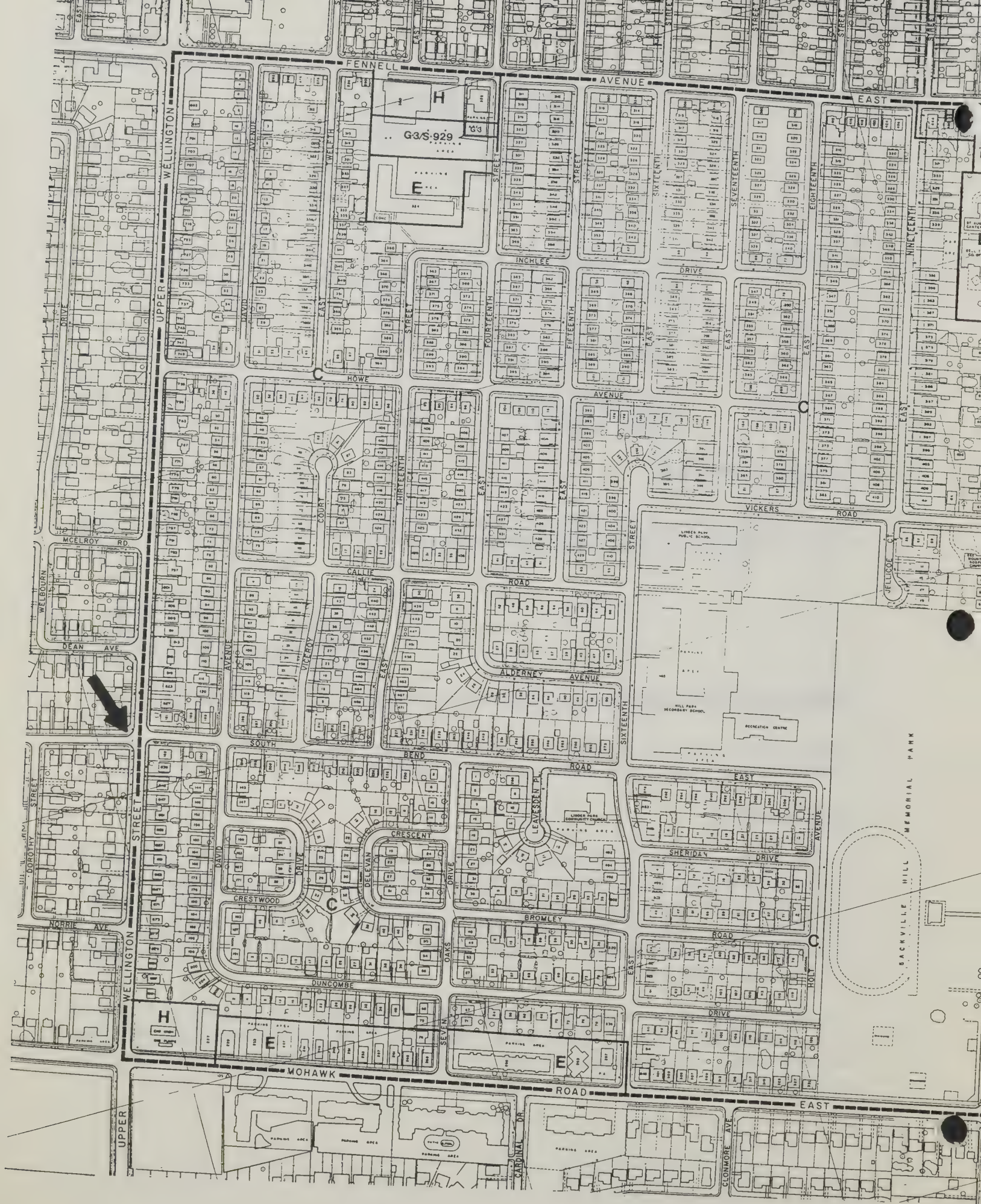
Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of retaining the school crossing guard at this intersection for the remainder of 1990.

**BACKGROUND:**

On 1989 November 28, the City Council approved a recommendation of the Transport and Environment Committee that a school crossing guard be assigned to the intersection of Southbend and Upper Wellington for the morning and evening school crossing periods, until the end of June 1990. The Regional Police Department had recommended that a school crossing guard not be assigned to this location at that time, since there were only approximately 6 children crossing Upper Wellington and no children crossing Southbend during their studies.

The Traffic Department has conducted additional studies at this location and found that the number of children crossing at this intersection has doubled since the start of the 1990/1991 school year. Therefore, the Traffic Department recommends that the school crossing guard be retained at this location on a permanent basis.







6c.

**CITY OF HAMILTON**  
**RECOMMENDATION**

**DATE:** 1990 September 21

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Application to lease a portion of the boulevard of Park Street South adjacent to numbers 160 - 164 Park Street South. (TEC-232-90)

**RECOMMENDATION:**

That the application of Mr. Gary Bennett, Manager of Sunrise Lodge Retirement Home, to lease a portion of the boulevard Park Street South adjacent to numbers 160 - 164 Park Street South be approved, provided that:

- 1) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$53.35 per year) plus taxes, if any in addition to the \$10.00 encroachment insurance approved by the City Council on 1984 February 14.
- 2) The owner pays a one-time \$25.00 registration, as approved by the City Council on 1986 January 14.
- 3) The owner pays a one-time \$160.05 processing fee, as approved by the City Council on 1990 March 27.
- 4) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- 5) The driveway approach, parking area and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owners expense.
- 6) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the city harmless from all actions, caused of action, interest, claims, demands, cost, damages, expenses and loss.

*Murray F. Main*

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Revenue from the leasing of this boulevard would be \$106.70 per year.

**BACKGROUND:**

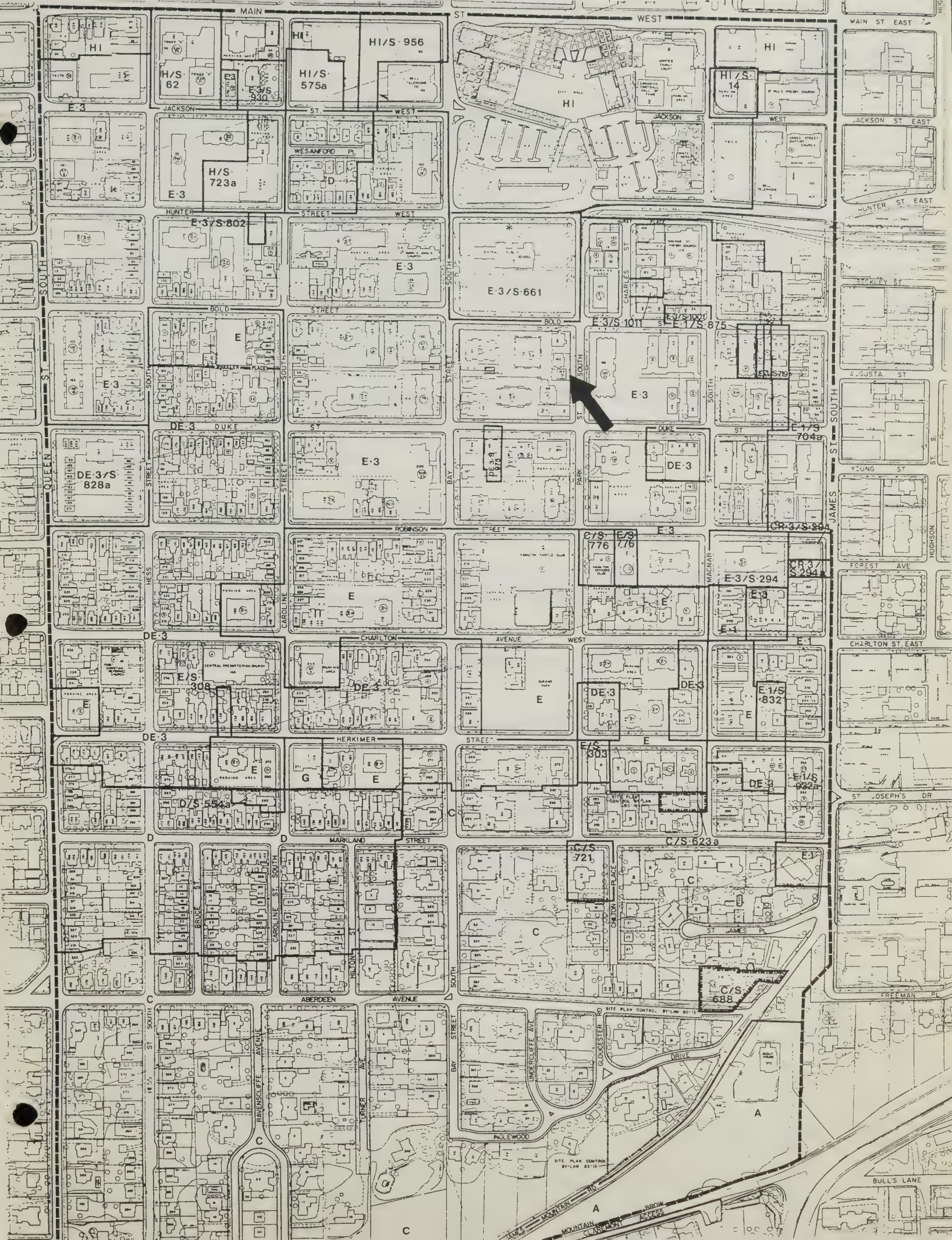
Sunrise Lodge Retirement Home, 160 - 164 Park Street South, has applied for permission to lease a portion of the road allowance of Park Street South adjacent to this property to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of \$301.75 which represents the first annual leasing fee (\$106.70) and encroachment insurance (\$10.00) as well as the one-time registration fee (\$25.00) and the one-time processing fee (\$160.05).

cc: Ms. Patrice Noe-Johnson  
City Solicitor









6d.

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 October 12

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

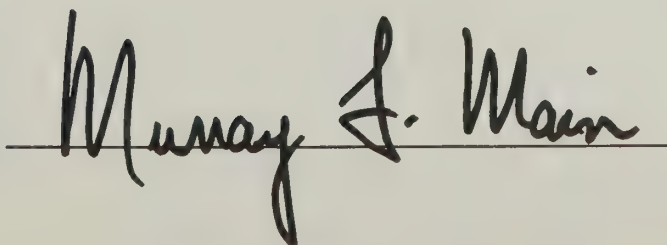
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Graham Sales and Leasing, 63 East 33rd Street - application for boulevard parking.  
(TEC-248-90)

**RECOMMENDATION:**

That the application by Graham Sales and Leasing to lease a portion of the boulevards on East 33rd Street and Crockett Street adjacent to No. 63 East 33rd Street be approved provided that:

- 1) That the applicant pays the \$320.10 annual fee in accordance with the fee structure approved by the City Council on 1986 March 25, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- 2) The owner pays a one time \$25.00 registration fee as approved by the City Council on 1986 January 14.
- 3) The owner pays a one time \$160.05 processing fee, as approved by the City Council on 1990 March 27.
- 4) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 25, respecting using a portion of the road allowance for parking purposes.
- 5) The parking area be constructed and maintained at the owner's expense.
- 6) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

  
Murray F. Main



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Revenue from the leasing of this boulevard would be \$320.10 per year.

**BACKGROUND:**

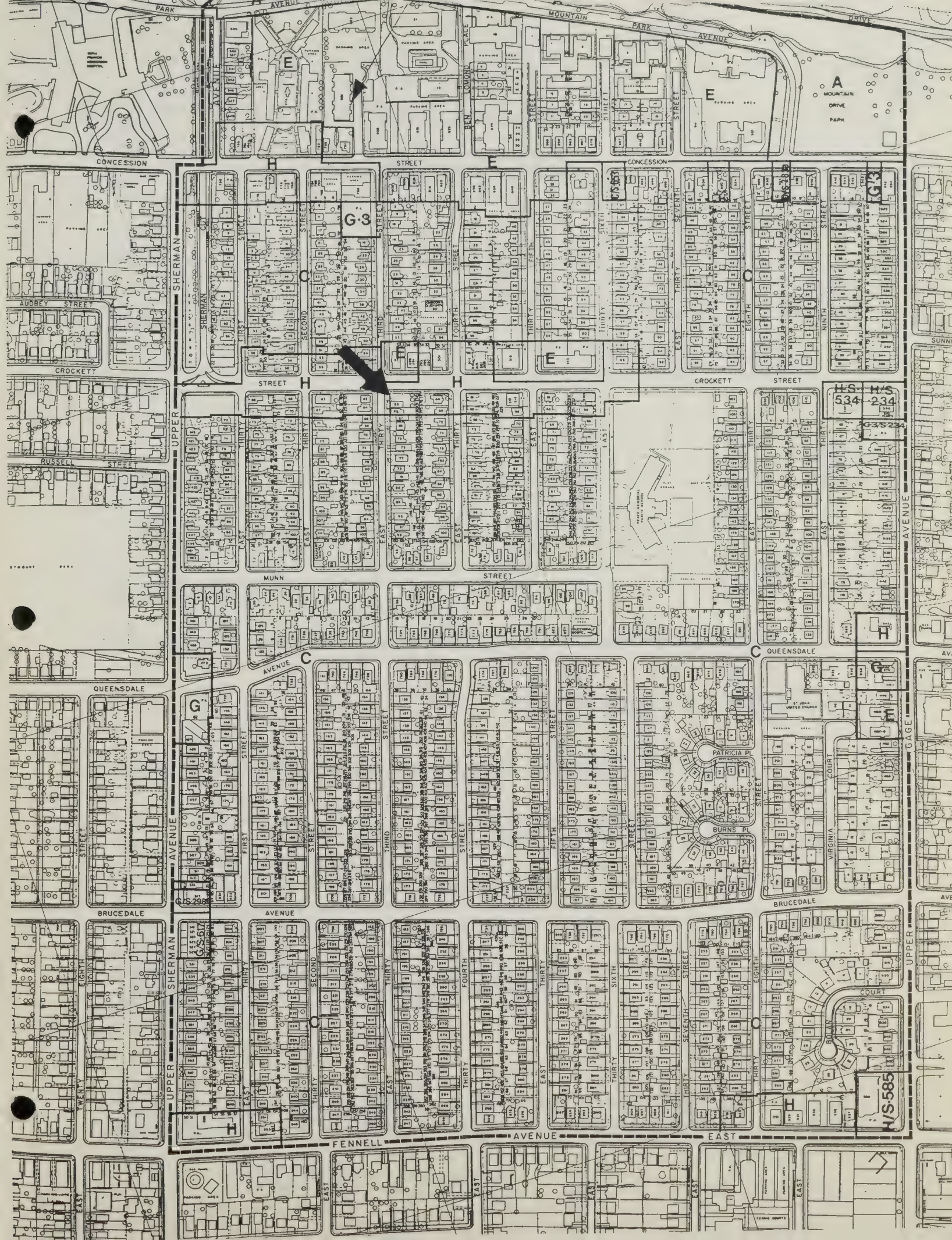
Graham Sales and Leasing Limited, 63 East 33rd Street, has applied for permission to lease a portion of the road allowances of East 33rd Street and Crockett Street adjacent to this property for parking 10 vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parked agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as cheque in the amount of \$515.15 which represents the first annual licencing fee (\$320.10) and encroachment insurance (\$10.00) as well as the one time registration fee (\$25.00) and the one time processing fee (\$160.05).

cc: Ms. Patrice Noe-Johnson  
City Solicitor











6e.

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 August 27

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

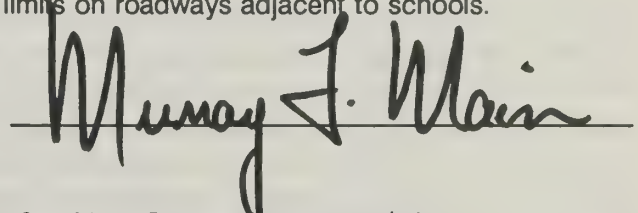
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Reduced Speed Limits on roadways in the vicinity of schools [TEC-211-90]

RECOMMENDATION:

That no action be taken to implement reduced speed limits on roadways adjacent to schools.

A handwritten signature in black ink, reading "Murray F. Main", is written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The cost to erect the signs and flashers to implement in Hamilton a program of reduced speed limits on *arterial* streets only, adjacent to elementary schools which would be in effect during school crossing times would be approximately \$508,000.

The cost to erect signs and flashers on *all roads* adjacent to elementary schools to be in effect during similar times would be \$1,989,000.

Annual sign maintenance cost would be between \$20,000 and \$100,000, depending on the number of installations.

Additional police staffing would be required to enforce the speed limits and the cost of salaries, vehicles and other related items would be approximately \$340,000 annually.

BACKGROUND:

The Transport and Environment Committee dealt with the matter of reduced speed limits at school areas in the City of Hamilton in 1989 October and in 1990 January. The Committee was provided with a report in

1990 January defining the nature of school-age pedestrian crossing accidents in Hamilton. At that time, the Traffic Department was requested to investigate further, particularly to contact automobile clubs, home and school associations and safety councils. The requested organizations were queried for formal policies and were also asked for all background material that they had available. A computerized literature search was conducted and all material that was available locally or which could be obtained by mail was reviewed. This report summarizes the findings of that investigation.

A document with detailed background information has been provided to the members of the Committee separately and is available for those wishing additional information. The document is entitled "Information Report: Reduced Speed Limits in School Zones".

Section A of this report provides, in point form, the reasons why reduced speed limits in school zones would appear to be of limited effectiveness for Hamilton. Sections B through E provide additional detail.

## **A. SUMMARY OF CONCLUSIONS**

**Use of Reduced Speed Limits in Other Canadian Municipalities:** On *arterial streets* no major municipality in Canada has a speed limit of lower than 50 km/h adjacent to schools. On *non-arterial streets* five jurisdictions reported speed limit reductions from 50 to either 40 or 30 km/h. Three of the five jurisdictions reported that reduced speed limits present major enforcement difficulties.

Two Canadian cities have rescinded reduced speed limits in school zones as they were found to be ineffective.

**Safety:** No evidence was found in any of the available literature, from discussions with safety groups or from data from other municipalities that would indicate a relationship between lower speed limits and improved safety for pedestrians. This may be due to the very small numbers of collisions which are affected by such regulations.

In Hamilton in 1989, there were only seven collisions of a type which might be prevented by reduced speed limits (pedestrian collisions involving school age children in areas adjacent to schools during school crossing times). Of the seven collisions, four occurred on arterial roads and three on local streets. This is in comparison to an estimated 18 million trips per year to and from school by the approximately 40,000 pedestrians of that age category in Hamilton.

**Collision Causes:** There was no evidence that vehicle speeding was the cause of any of the school-age pedestrian collisions adjacent to schools in 1988 or 1989 in Hamilton. "Speed Too Fast" was not noted on any of the police accident reports.

**Potential Success:** As a very general observation, reduced speed limits in school zones *in conjunction with high levels of police enforcement*, have been shown to reduce vehicle travel speeds by approximately 40% of the difference between the speed limit before and after implementation of reduced speed zones. The implication is that a reduction from 50 km/h to 40 km/h might result in a 4 km/h (2.5 mph) reduction in the average speed of traffic. However, the same studies also showed that the 85th percentile speed (that exceeded by 15% of drivers) was, on average, 47% higher than the special speed limits posted near the schools studied.

**Use of Reduced Speed Limits in Hamilton:** Measurements taken at the one 40 km/h speed limit presently in effect in Hamilton, (adjacent to St. Jerome's School on Limeridge Road) showed no



difference in vehicle travel speed between the 40 km/h zone and the adjacent 50 km/h zone. The implication from this single sample is that even a minimal speed reduction may not be achievable in Hamilton.

**Enforcement:** In other jurisdictions, to achieve even the minimal results noted in the paragraph noted above, very large expenditures of police resources are required. The police suggest that 2 visits, each of less than one hour, to each school weekly, is the minimum enforcement level to gain at least partial compliance with the regulations. The police at present do not have the staff to conduct the required levels of enforcement. To add the staff would cost about \$340,000 annually. In view of the nature of the problem police could better be deployed elsewhere to improve vehicular and pedestrian safety. In addition, police have found it impractical to enforce speed limits which have been implemented for school zones at times other than school crossing hours. Full-time school area speed limits reduce the credibility of the speed limits in general, and result in constant complaints from members of the public.

**Speed Trap:** As indicated above, the speeds of travel of drivers will not change to the same extent as the speed limit would be reduced. This would result in much higher numbers of drivers violating the posted speed limit. This would create disrespect for traffic regulations and create an enforcement "trap".

**Credibility:** If full-time reduced speed limits were implemented (which is the less expensive way of implementing the regulation), drivers would perceive little reason for the reduction in speed limit. This results in loss of respect and disobedience. In turn, drivers do not slow even during school hours, which is the purpose of the device.

**Cost:** To overcome the credibility problem associated with full-time speed zones, reduced speed limits can be implemented during school crossing times only. In order to be effective, signs with activated flashing lights would be required. To fully implement such a program in Hamilton, for arterial roads only, would cost approximately \$508,000 in capital installation costs. In addition, annual maintenance costs of perhaps \$20,000 to \$40,000 would be associated with these devices. To add the flashing devices to all elementary school frontages and flankages would require a capital investment of approximately \$1,989,000, with maintenance costs of perhaps \$100,000 annually.

## **B. POLICIES**

### **B.1. Canadian Municipalities**

On *arterial streets*, none of the major municipalities contacted in Canada have reduced speed limits below 50 km/h although there are small number of locations (limited to Vancouver and Toronto) for which the speed limit is reduced from 60 km/h to 50 km/h on a full-time basis.

The majority of officials contacted (8 of 11) believe that the reduced speed limits are not effective.

Five municipalities have locations on *non-arterial* streets where the speed limit reduces from 50 to either 40 or 30 km/h, some on part-time and some on a full-time basis.

Three of the five locations which have lower speed limits state that there are enforcement problems.



One of the major problems occurs with full-time lower speed limits as the police cannot and will not enforce these outside of school hours which then becomes a source of misunderstanding and erroneous perception to the public.

London and Winnipeg previously had reduced speed limits in school zones but found that they were ineffective and rescinded the lower speed limits. The province of Manitoba similarly rescinded a requirement for a motorist to slow down to 15 miles/h (25 km/h) in school areas during school hours on the basis that a) there was no real safety benefit, b) a misleading perception of safety was provided to school children only in the areas besides schools and c) drivers are expected to exercise due caution on all streets where children might be present.

## **B.2. Safety Organizations**

The Transport and Environment Committee requested that safety groups be polled for their opinions on this issue. The organizations contacted included:

- Canadian Automobile Association
- American Automobile Association
- Ontario Federation of Home and School Associations
- Canadian Federation of Home and School Associations
- Nation Parent/Teacher Association (USA)
- Canadian Safety Council
- National Safety Council (USA)

The only formal policy associated with any these organizations was one from the Ontario Federation of Home and School Associations, which adopted a City of Toronto resolution dated 1975 for 15 mph speed limits near schools. No action was taken on the resolution as the Highway Traffic Act of the province of Ontario requires a minimum speed limit of 25 miles/h (40 km/h) on all public roads.

## **C. COLLISIONS**

The primary reason for considering reduced speed limits in the vicinity of schools is pedestrian safety. In the absence of a demonstrated safety benefit, the negative effects associated with lower speed limits argue against their installation.

The number of collisions involving school children on the way to and from school in Hamilton is very small. In 1989 only 13 collisions involving the age group 5 to 14 years occurred during school crossing hours on both arterial and local streets near schools. Six of the collisions occurred at locations with positive forms of control such as traffic signals or school crossing guards, leaving only 7 collisions which *might* have been prevented if the involved vehicle had been travelling slower. In 1988, the similar statistics were 8 overall collisions, with 6 of a type that might have been prevented.

None of the police accident reports noted excessive speed as a cause of the pedestrian collisions.

When compared to the total number of school trips annually, the number of collisions involving children is very small. For the approximately 40,000 children in the 5-14 year old age group, there are approximately 18 million trips to or from the 120 elementary schools in Hamilton annually.

A review of available literature found few studies with safety effects considered. In those studies which did consider the number of pedestrian collisions two facts were usually stated. First, the overall number of collisions involving young pedestrians near schools was very small, and second, no change in the collision occurrence was noted. In a study in Arvada, Colorado exactly the same number of school child collisions occurred in the year before and the year after part-time reduced speed limits with variable message signs were installed at major elementary school crossings. In a 1963 study in Denver, it was stated that only 2% of school children accidents occurred in blocks where a speed limit reduction could be applied. It was also noted in the study that none of the police accident reports pointed to speed limit as a cause of any school child collision. In a 1965 study in Denver, it was noted that there was "no relationship between the involvement of school children in accidents and the use of either reduced speed limits or adult crossing guards".

One disadvantage which has been proposed, although not proven, is that reduced speed limits in the areas of schools may lead school-aged pedestrians to a false sense of security.

#### **D. SPEED LIMITS**

One quote which is quite relevant is that "a speed zone is no different from any other form of traffic control, in that, unless it is perceived by the driver as fulfilling a need, compliance will be poor".

##### **D.1. Driver Perception**

A study which reviewed, through interviews, drivers' perception towards speed zones around schools found that a) the driver may know the speed zone or at least the school zone is there and b) may know the correct speed limit and c) will believe or at least state that he/she is travelling at under the speed limit but, in reality, d) *will most likely be travelling at substantially over the posted speed limit*.

##### **D.2. Driver Behaviour**

Driver action in school zones is primarily affected by two factors: a) the regular presence of pedestrians and b) the time of day (speeds tend to be lower during the 45 minute period when pedestrians are expected, even if they are not present). Drivers only respond in a lesser fashion to reduced speed zones and/or heavy police enforcement.

##### **D.3. Success in Lowering Travelling Speeds**

While all of the studies of reduced speed zones near schools reviewed reported some reduction in travelling speeds, there was no case reported where complete success was achieved in reducing the average speed. In general, reductions in average travelling speed seem to be about 40% of the reduction in the posted speed limit. *The same studies also showed that travel speeds in the school speed zones always exceed the posted speed limits, on average by 47%.*

In Hamilton, studies of the only 40 km/h speed limit presently in place (Limeridge Road in the vicinity of St. Jerome's School), found no difference in travel speed compared to the adjacent 50 km/h zone on the same street.

#### **D.4. Disadvantages of Reduced Speed Limits**

A number of disadvantages with lower speed limits near schools were noted by the various studies reviewed. The number of violators of the speed limit increased greatly. The level of respect for speed limits appeared to be less, particularly for the full time regulation which is obviously not necessary most of the time. Due to the high rate of violation, the areas with reduced speed limits become enforcement "traps" with often 30 to 50% of drivers exceeding the posted limit. The reduced speed limits cause a wider range of speeds which have been proven statistically to be a cause of motor vehicle collisions.

### **E. ENFORCEMENT**

Many of the studies reviewed were conducted on a limited number of test sites and therefore it was possible to arrange for continuing high levels of enforcement. It was usually noted that the degree of success which was achieved was only possible through significant efforts by the local police force. In Arvada, Colorado it was stated that a "high, continuing level of enforcement was required for a significant speed reduction". Another study stated that "although everyday enforcement was required before an acceptable level of compliance was obtained, it seemed that once credibility was established with the driving public a lower level of enforcement would be required (e.g. one to two days per week). In Denver it was found that police could not effectively enforce speed limits on continuing basis at the 137 public, parochial and private elementary schools.

There are over 100 elementary school sites in Hamilton, with over 60 arterial and over 180 local street frontages and flankages. At present, the Regional police do not have the staff to provide the level of enforcement necessary to gain some credibility for reduced speed zones. Based on two visits to each school weekly by an officer who would be able to spend less than an hour at each school (12 schools/day), the police have estimated a requirement for an additional 4 officers for this duty alone. The associated annual cost of the salaries, vehicles and associated expenses is \$340,000.



CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 October 15

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

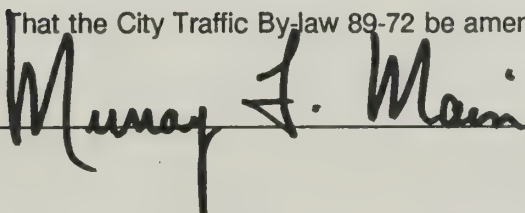
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Laurier Avenue between Columbia Drive and Delmar Drive - Parking Regulations [TEC-240-90]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Laurier Avenue between Columbia Drive and Delmar Drive; and
- b) That a "No Stopping" regulation be implemented on the south side of Laurier Avenue commencing at a point 138 feet east of Columbia Drive and extending to a point 175 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
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FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the costs to some degree.

BACKGROUND:

The Traffic Department has received a letter from Mr. John Leek, Principal of Buchanan Park Public School who has expressed concern regarding traffic conditions on Laurier in front of the school during the times of day when school buses load and unload school children.

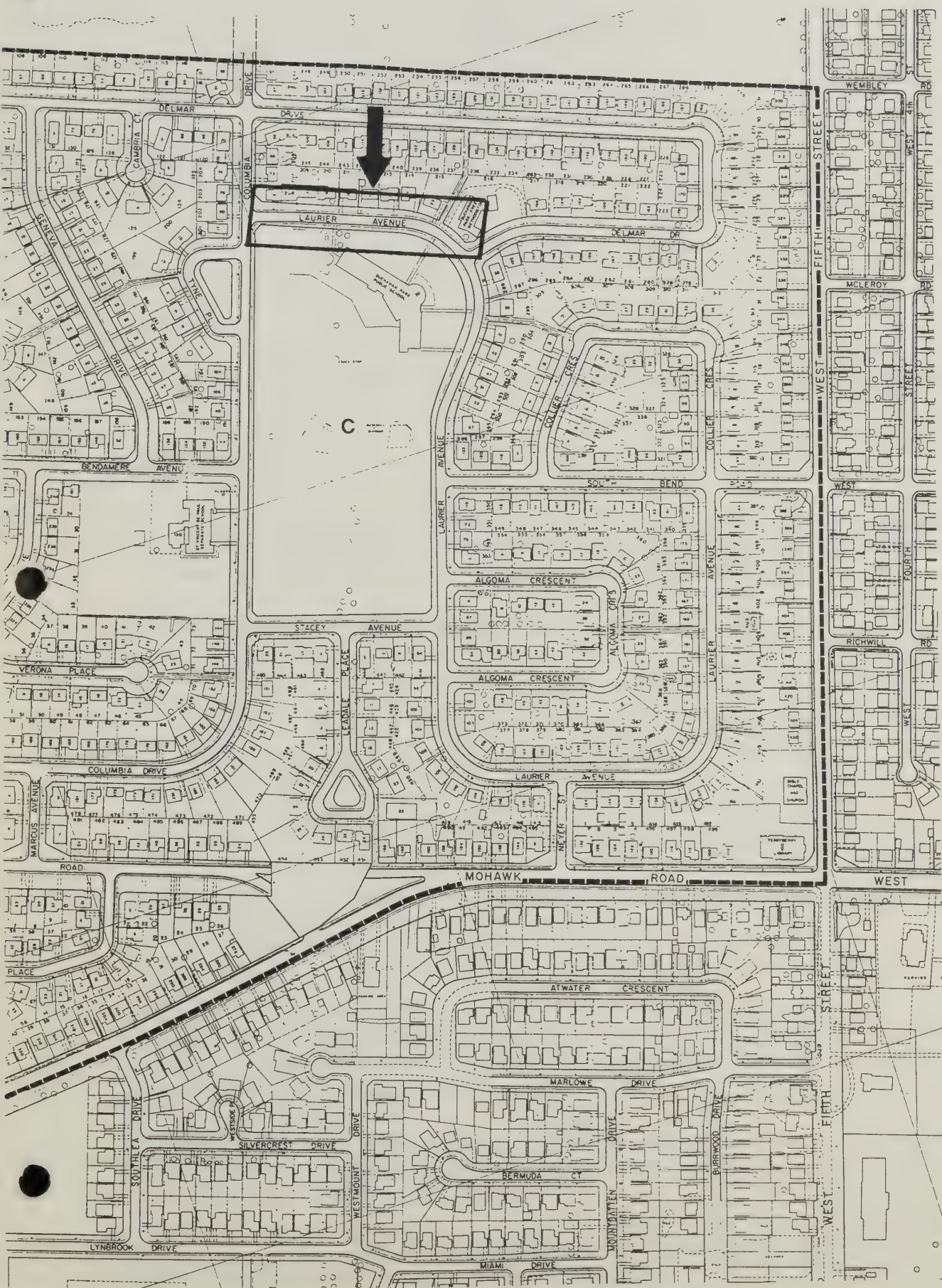
Laurier has a 28 foot pavement width, and presently, there is unrestricted free parking on the north side of the street in front of the single family homes and parking is prohibited on the south side of the street in front of the school. There is also two school bus loading zones on the south side of the street in front of the school.

Mr. Leek has requested that the "No Parking" regulation on the south side of the street between the two school bus loading zones be signed "No Stopping" and that a "One Hour Parking Time Limit" regulation be implemented on the north side of the street between Columbia and Delmar.

The north side of the street is solidly parked by students from Mohawk College during the day. The residents have expressed concern that parked vehicles on the north side along with school buses on the south side of the street make it extremely difficult when backing out of their driveways.

The Traffic Department recently polled the eight residents on the north side of Laurier to determine if a majority would be in favour of implementing a "One Hour Parking Time Limit" regulation in order to eliminate long-term non-resident parking. The results are that six are in favour, one is opposed and one resident could not be contacted. Therefore, since 75% of the abutting residents are in favour of the proposed regulation, the Traffic Department recommends implementing a parking time limit and also, implementing a "No Stopping" regulation on the south side such that parents would not be permitted to pick up and drop off their children between the two school bus loading zones. Parents picking up and dropping off their children could continue to do so on the north side of the street in the signed time limit or to the east or west of the school bus loading zones in an existing "No Parking" area.





133	102	13
133	17	13
49	116	137

This is not a Legal Document  
For Zoning Verification Purposes  
Contact City Building Department

Neighbourhood Boundary  
Zoning Boundary

Prepared for The City of Hamilton  
by the Planning and Development Department  
of The Regional Municipality of Hamilton





76.

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 October 11

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

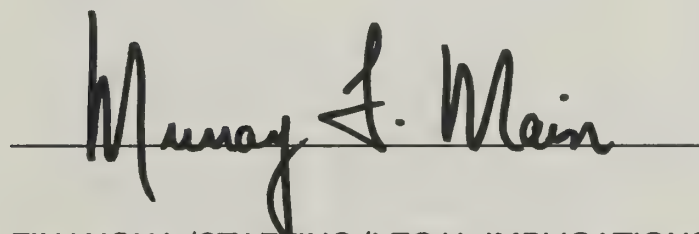
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

MacNab Street North between Mulberry Street and Colbourne Street - Parking Regulation [TEC-242-90]

#### RECOMMENDATION:

- a) That the existing "30 minute Parking Time Limit; 7:00 a.m. to 5:00 p.m., Monday to Saturday" regulation on the east side of MacNab Street North between Mulberry Street and Colbourne Street, be revised such that the regulation is in effect 24 hours a day, Monday to Saturday; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



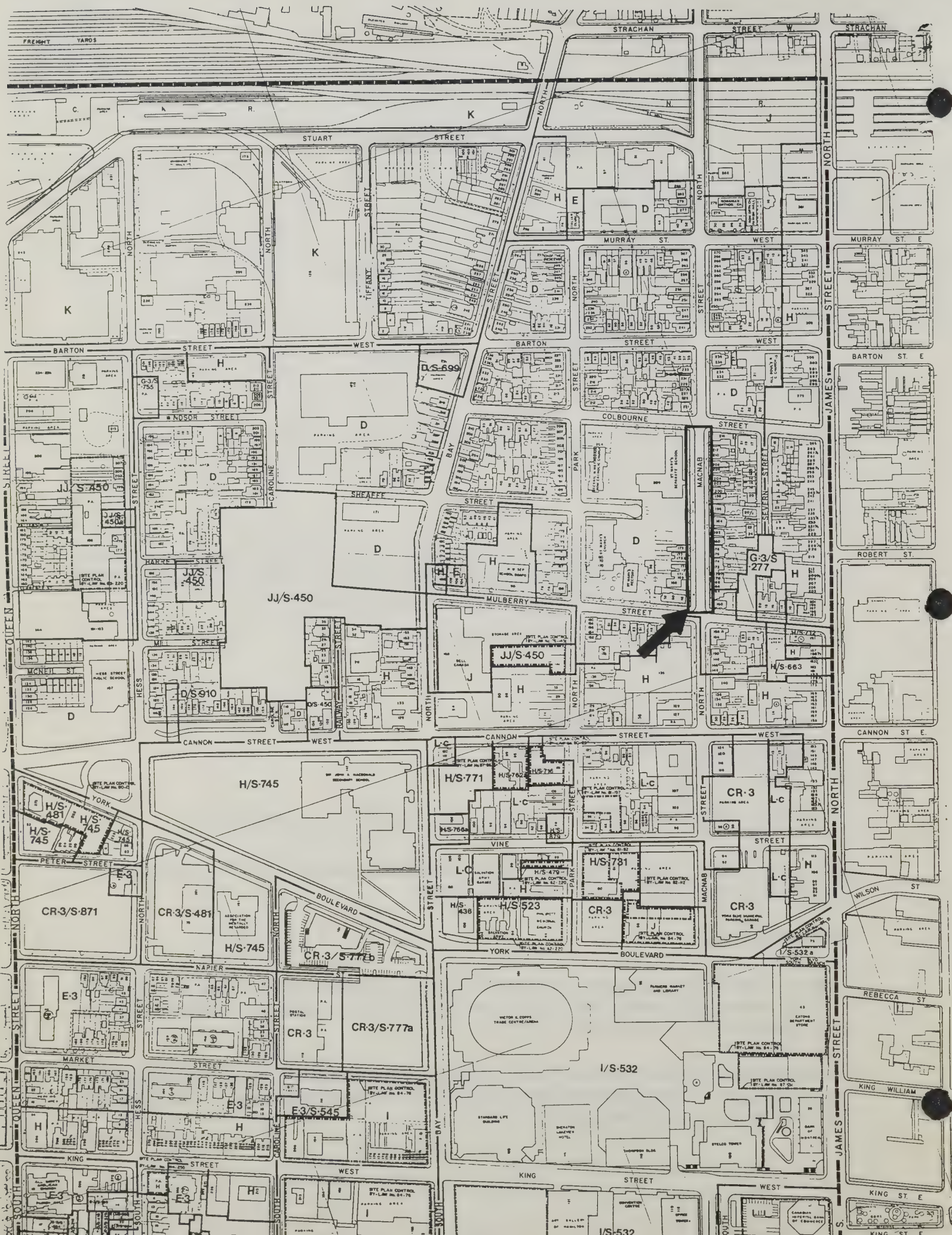
FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

#### BACKGROUND:

Alderman Vince Agro has advised of a request that the existing "30 minute Parking Time Limit; 7:00 a.m. to 5:00 p.m., Monday to Saturday" regulation on the subject section of street, be revised, such that the regulation is in effect 24 hours a day.

Established practice of the Committee is to require that a petition be obtained signed by a majority of the abutting residents. However, since the Ward Alderman has advised that he wishes to initiate this request, the Traffic Department has no objection.





7c.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 October 12

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

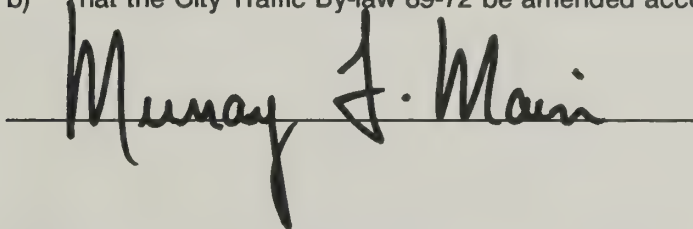
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

116 Grosvenor Avenue North - Parking Regulations [TEC-247-90]

RECOMMENDATION:

- a) That the "Permit Parking" regulation approved for the west side of Grosvenor Avenue North commencing at a point 236 feet north of Dunsmure Road and extending to a point 23 feet northerly therefrom not be implemented; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

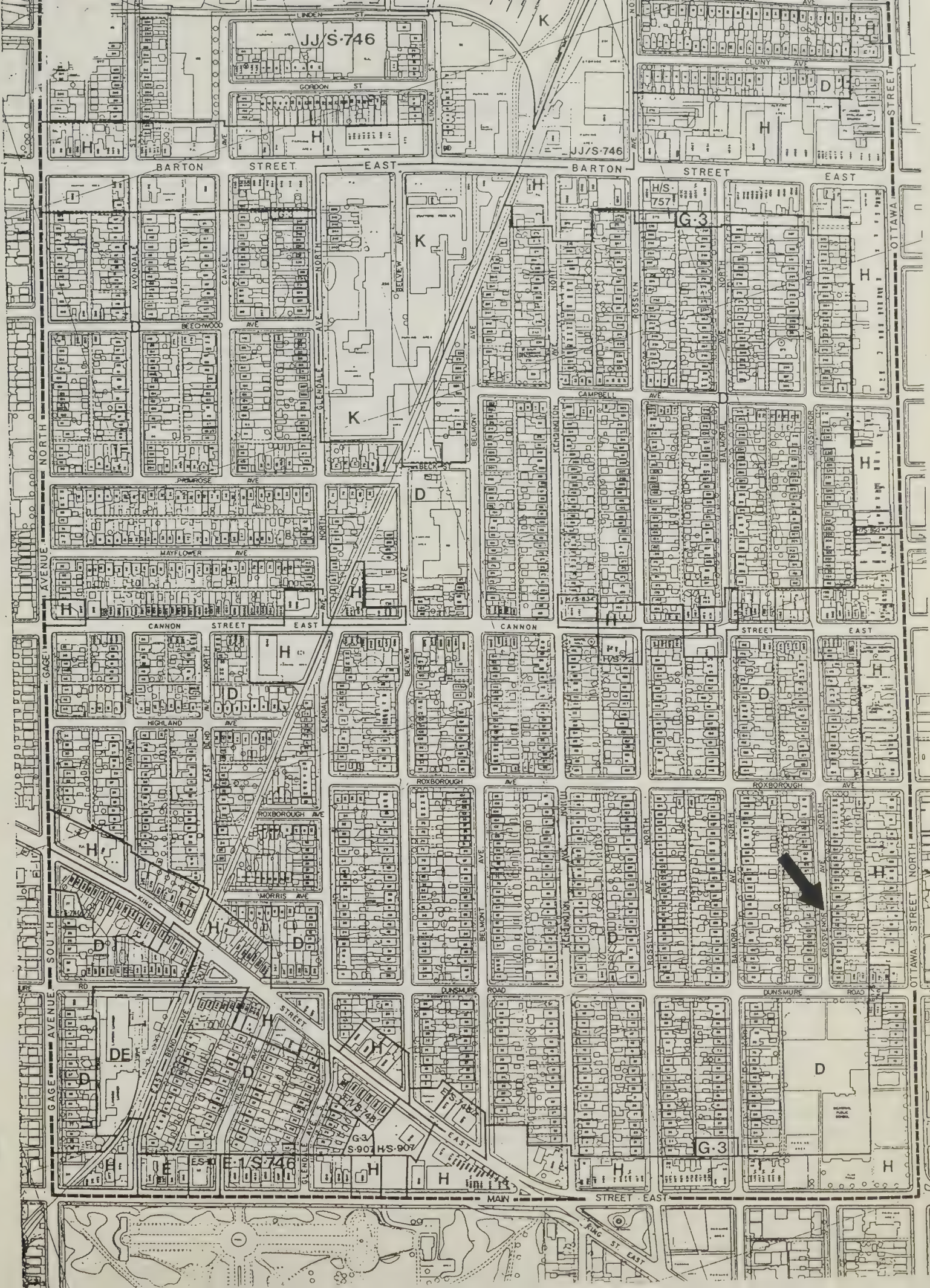
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

City Council at its meeting held 1990 September 25, approved a request from Mr. P. Costantini, 116 Grosvenor Avenue North, to implement a reserved "Permit Parking" regulation on both sides of Grosvenor Avenue North in front of and across from his home since he is handicapped. Presently, there is an "Alternate Side Parking" regulation on the street. Therefore, it is necessary to implement a reserved space on each side of the street. However, to date the signs have not been erected.

Mr. Veevers, 113 Grosvenor Avenue North, had previously written the Traffic Department advising that he had no objection to having the necessary signs erected in front of his property. However, Mr. Veevers has now advised that he is opposed to having signs erected in front of his property. Therefore, the Traffic Department recommends that a reserved space not be implemented in front of Mr. Veever's property. Mr. Costantini will have a reserved parking space only for half of each month, April to November and he has advised that he has no serious objections.









7d.

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 October 15

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

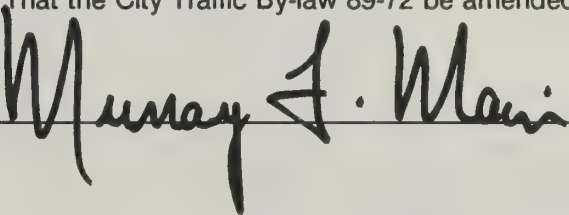
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Glen Echo Drive and Loyalist Drive - Corner Clearances [TEC-246-90]

RECOMMENDATION:

- a) That a "No Stopping" corner clearance be implemented on the east side of Glen Echo Drive commencing at Loyalist Drive and extending to a point 68 feet northerly therefrom; and
- b) That a "No Stopping" corner clearance be implemented on the east side of Glen Echo Drive commencing at Loyalist Drive and extending to a point 118 feet southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
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FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

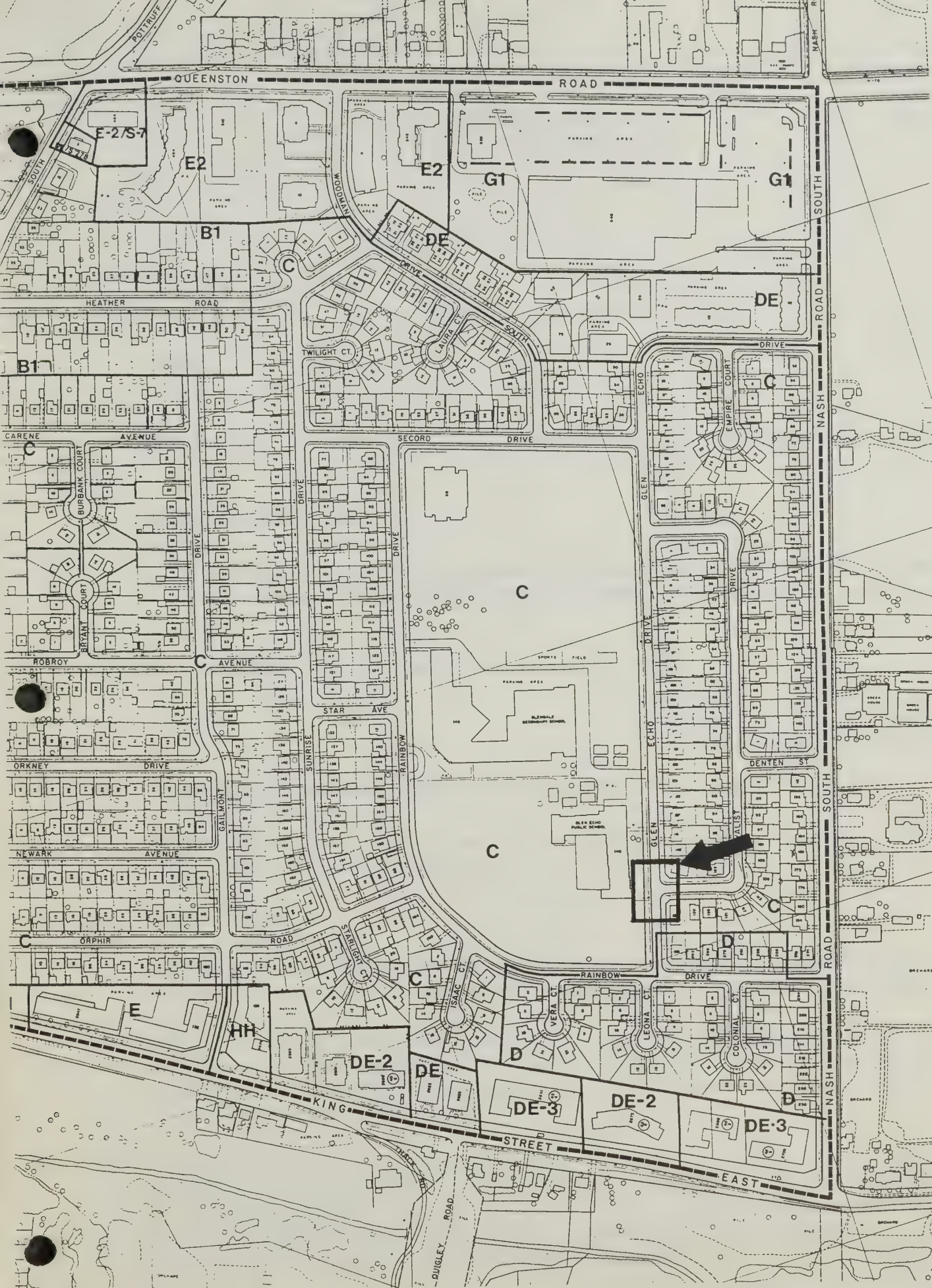
Alderman Fred Lombardo has advised of safety concerns expressed by Mr. Terry Kay, 125 Loyalist Drive, regarding elementary school children attending Glen Echo Public School crossing at the intersection of Glen Echo and Loyalist.

Glen Echo has a 28 foot pavement width, and presently, stopping is prohibited on the west side of the street, except for a 100 foot section of "No Parking" directly in front of the school which was implemented in 1988 at the request of Mrs. Jacquie Diverty, Principal of Glen Echo Public School, to accommodate vehicles picking up and dropping off special education children. There is presently a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of the street in this area.

After discussions with Mr. Kay and Mrs. Diverty, it was agreed that implementing corner clearances on the east side of Glen Echo, north and south of Loyalist, would improve visibility at the intersection for both pedestrians and motorists alike. The Traffic Department recently contacted the two owners of these corner properties and have been advised that they support the proposed regulation. Therefore, the Traffic Department recommends implementing corner clearances on Glen Echo at Loyalist.

Implementation of these corner clearances would result in a loss of five legal on-street parking spaces. However, all of the residential properties in the area have off-street parking. Therefore, no parking problems should result from these corner clearances.







7e.

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 September 24

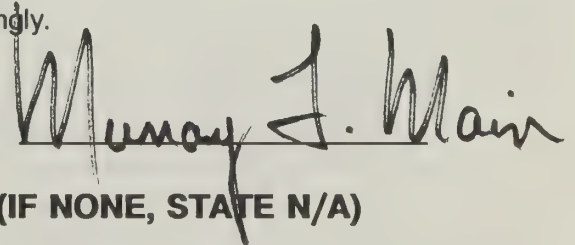
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** West side of Emerald Street North at Robert Street - corner clearances. (TEC-233-90)

**RECOMMENDATION:**

- a) That the existing "No Stopping" regulation on the west side of Emerald Street North between Robert Street and point 52 feet southerly therefrom be rescinded to allow unrestricted parking in this area; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available in the 1990 Traffic Department operating budget to cover the cost of removing the "No Stopping" signs at this location.

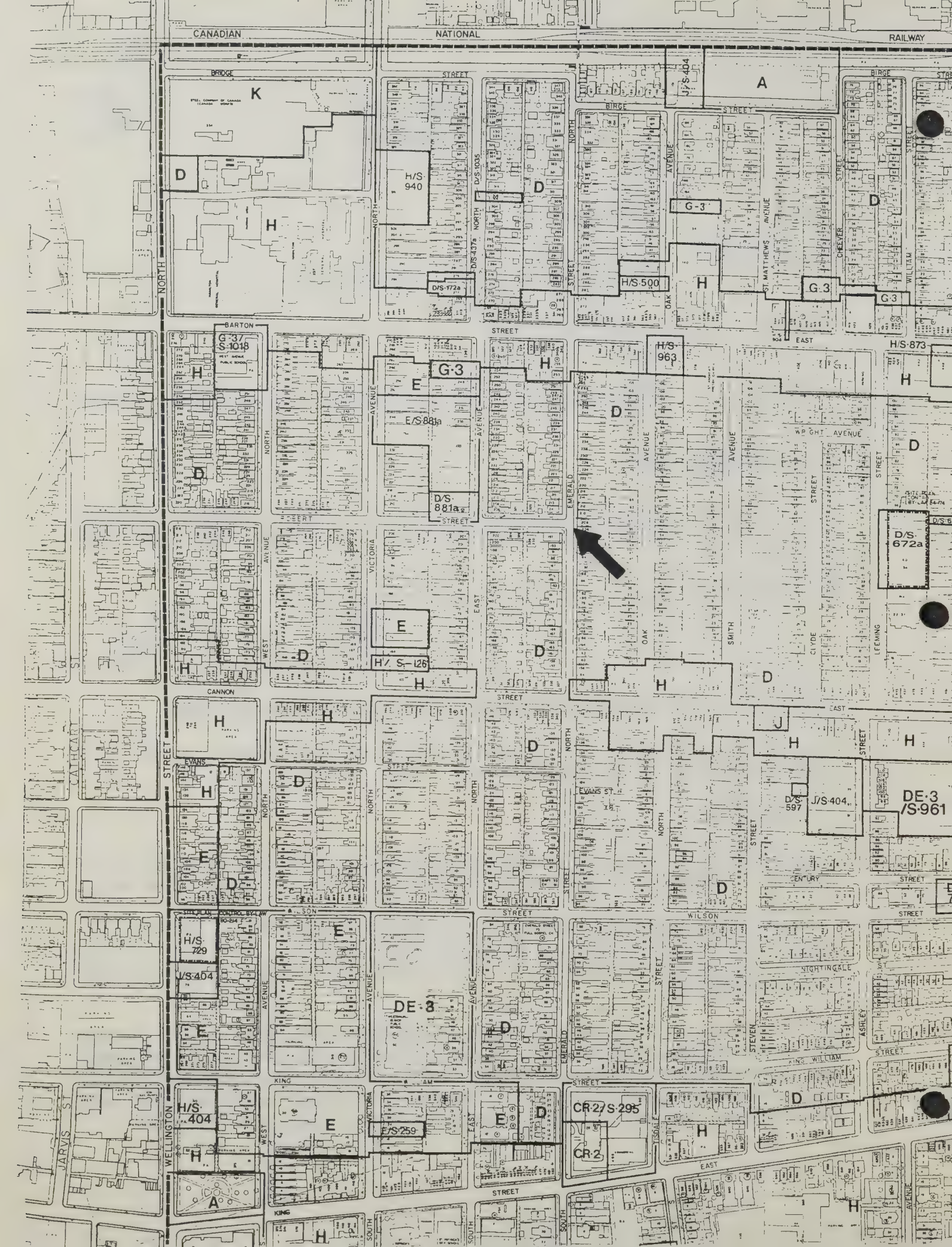
**BACKGROUND:**

Alderman Don Drury has requested that the existing "No Stopping" corner clearances located at the intersection of Emerald Street North and Robert Street be removed and replaced with unrestricted parking.

The City Council at its meeting held 1986 February 11, approved a recommendation to implement corner clearances on the west side of Emerald Street North, north and south of Robert Street in order to improve visibility at the intersection. The implementation of the corner clearances resulted in a loss of only three legal on-street parking spaces.

On 1989 November 14, the City Council approved all-way stop control at this intersection, thereby reducing the need for both of these corner clearances. Therefore, to increase the number of legal on-street parking spaces on Emerald Street at Robert Street the Traffic Department recommends removing the existing corner clearance on the west side of Emerald, south of Robert, which is the non-critical side of the intersection related to visibility. Removal of this corner clearance will restore one parking space to the street.





7f.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 October 10

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

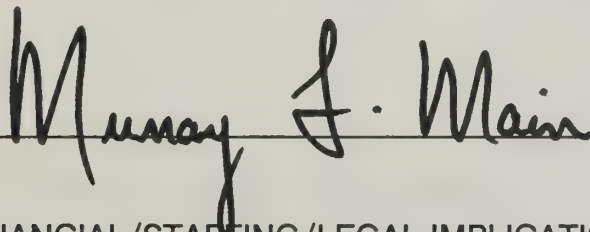
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

No. 68 Burton Street - Request for a Reserved Permit Parking Space for a Handicapped Resident  
[TEC-243-90]

**RECOMMENDATION:**

- a) That a "Permit Parking" regulation be implemented on the south side of Burton Street commencing at a point 104 feet east of Emerald Street North and extending to a point 22 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Stanley Skizek, 68 Burton Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
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**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the permit will off-set the cost to some degree.

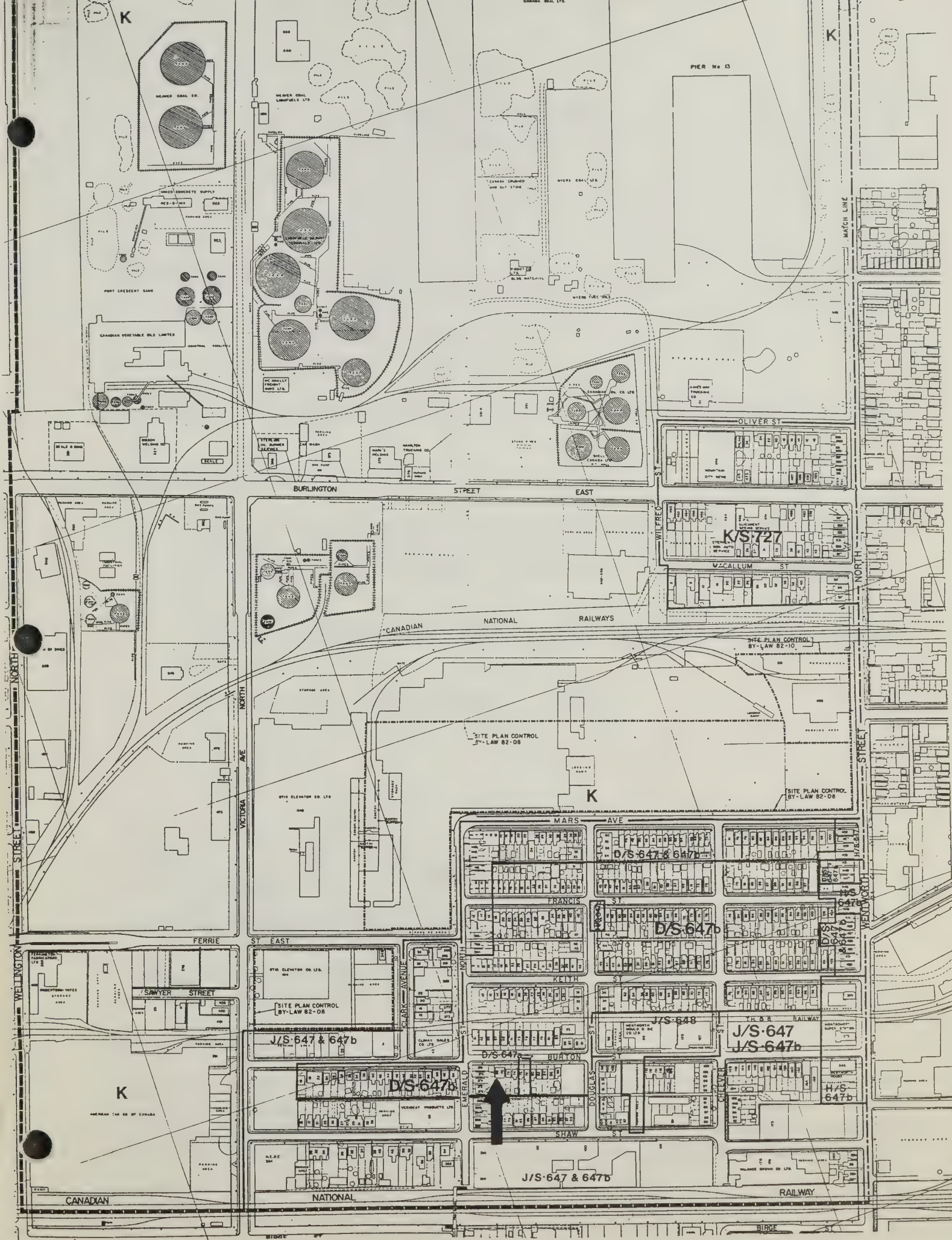


## BACKGROUND:

The Traffic Department has received a request from Mr. Stanley Skizek, 68 Burton Street, that a reserved permit parking space be designated on the south side of the street in front of his home, since he is handicapped. Presently, parking is prohibited on the north side and there is a "Three Hour Parking Time Limit, 8:00 a.m.to 6:00 p.m., Monday to Saturday" regulation on the south side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid a handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Stanley Skizek possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.







79.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 October 11

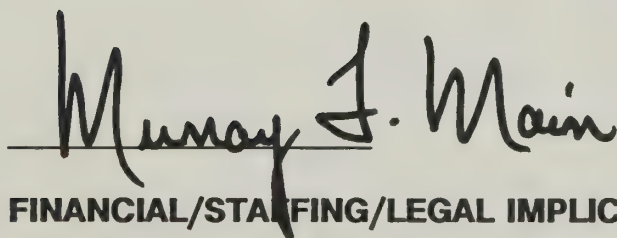
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** South side of Lawnhurst Drive - request for school bus loading zone. (TEC-244-90)

**RECOMMENDATION:**

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lawnhurst Drive commencing at point 156 feet west of the west curbline of the east leg of Lawnhurst Drive and extending to a point 120 feet westerly therefrom; and
- b) That the existing school bus loading zone on the north side of Limeridge Road East from a point 21 feet west of the east curbline of Leggett Crescent to a point 125 feet westerly therefrom be rescinded; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

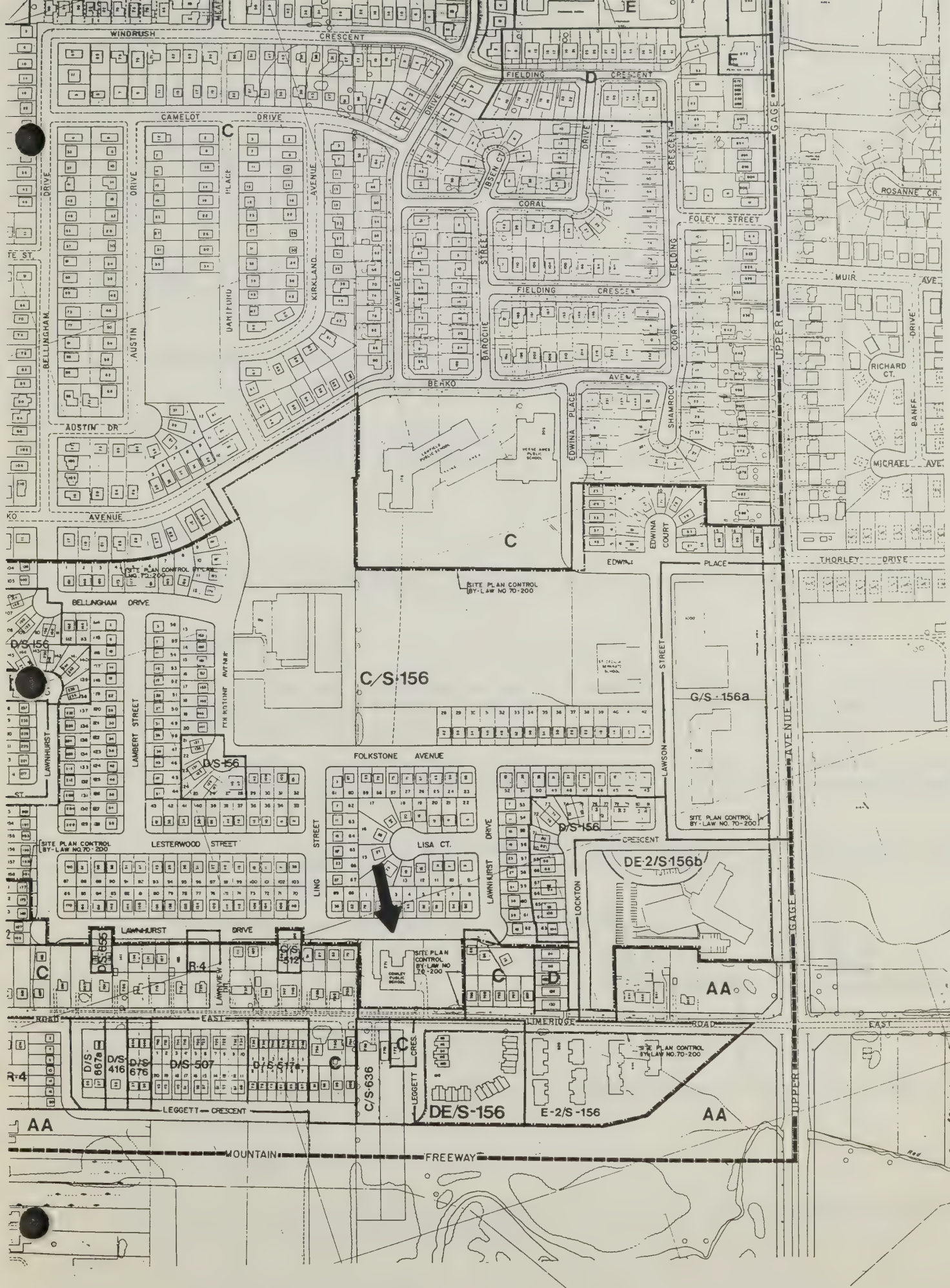
**BACKGROUND:**

In report TEC-220-90, the Traffic Department reported respecting a request by Mr. George Massey, the principal of Comley Public School, that the existing school bus loading zone on the north side of Limeridge Road East be extended to accommodate an additional two school buses. This request was approved by the Transport and Environment Committee and subsequently by the City Council on 1990 October 09.



However, Mr. Massey has now requested that the school bus loading zone be relocated to the rear of the school on the south side of Lawnhurst Drive in order to alleviate congestion on Limeridge Road and to place the school bus loading area closer to the doors where the children enter and exit the school.

The south side of Lawnhurst Drive is presently signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday. Thus, school buses are presently permitted to stop to load and unload children at the rear of the school. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of children is taking place on Lawnhurst Drive at the rear of Comley Public School, the Traffic Department concurs with this request.







CITY OF HAMILTON

7h.

- RECOMMENDATION -

DATE: 1990 October 01

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

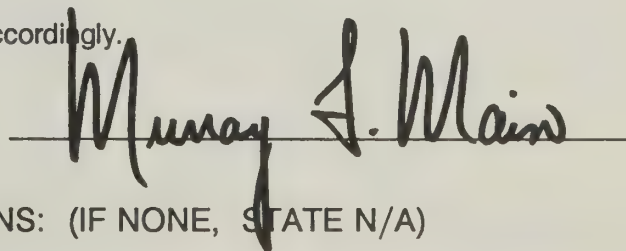
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Ecole Monseigneur de Laval School, 135 Bendamere Avenue - School Bus Loading Zone [TEC-235-90]

RECOMMENDATION:

- a) That a "No Stopping, School Bus Loading Zone" regulation be implemented on the south side of Bendamere Avenue commencing at a point 50 feet west of Columbia Drive and extending to a point 80 feet westerly therefrom; and
- b) That a "No Stopping, School Bus Loading Zone" regulation be implemented on the south side of Bendamere Avenue commencing at a point 210 feet west of Columbia Drive and extending to a point 40 feet westerly therefrom; and
- c) That a "No Stopping, School Bus Loading Zone" regulation be implemented on the south side of Bendamere Avenue commencing at a point 322 feet west of Columbia Drive and extending to a point 120 feet westerly therefrom; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

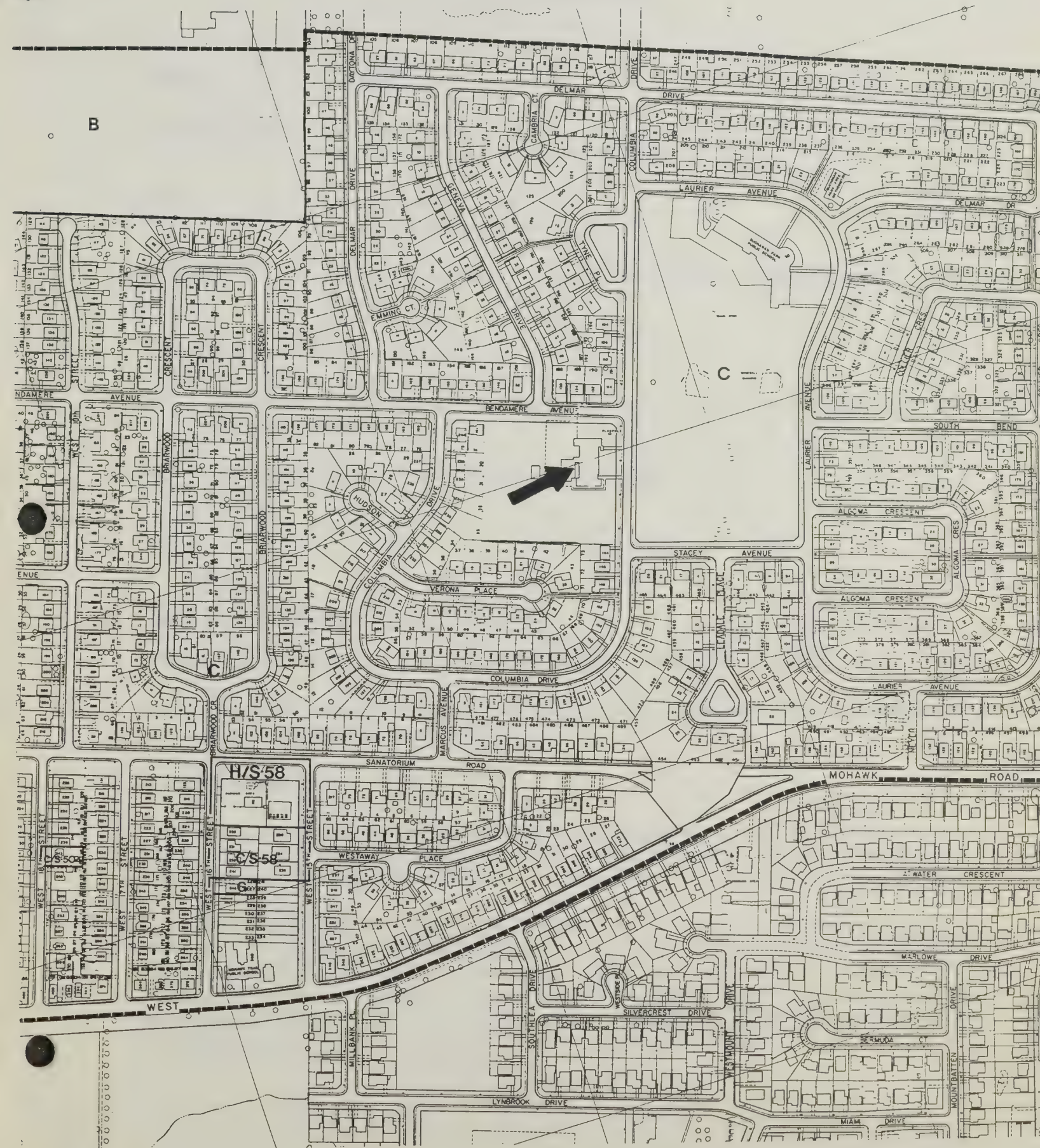
Alderman Tom Murray has advised of concerns expressed by area residents regarding the school bus situation at Ecole Monseigneur de Laval School.

A site investigation has revealed that there is a significant shortage of school bus loading area to accommodate the number of buses which serve this school. Therefore, the Traffic Department recommends that three additional school bus loading zones be implemented on the south side of Bendamere, west of Columbia, which would accommodate six additional school buses. The Traffic Department has discussed this matter with Mr. Julian Breault, Vice Principal of the school and have been advised that he concurs with this recommendation.

While school buses are presently permitted to load and unload in this area, the Highway Traffic Act requires that the red signal lights be activated and traffic in both directions must stop unless the school buses are in a designated school bus loading zone. Thus the implementation of additional school bus loading areas will allow traffic to proceed along Bendamere while the loading and unloading of children takes place.

The implementation of the proposed regulations will not result in any loss of on-street parking since presently, parking is prohibited from 7:00 a.m. to 6:00 p.m. Monday to Saturday.









8a.

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 October 12

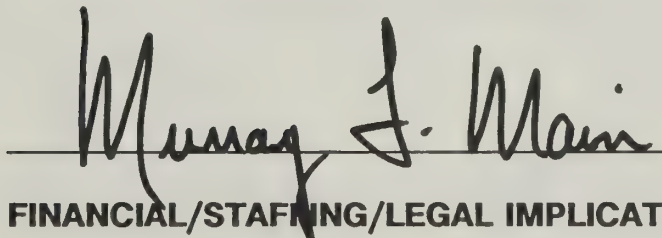
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersection of Rowena Court and Quaker Crescent - intersection control. (TEC-249-90)

**RECOMMENDATION:**

- a) That eastbound traffic on Rowena Court be required to stop for northbound and southbound traffic on Quaker Crescent; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

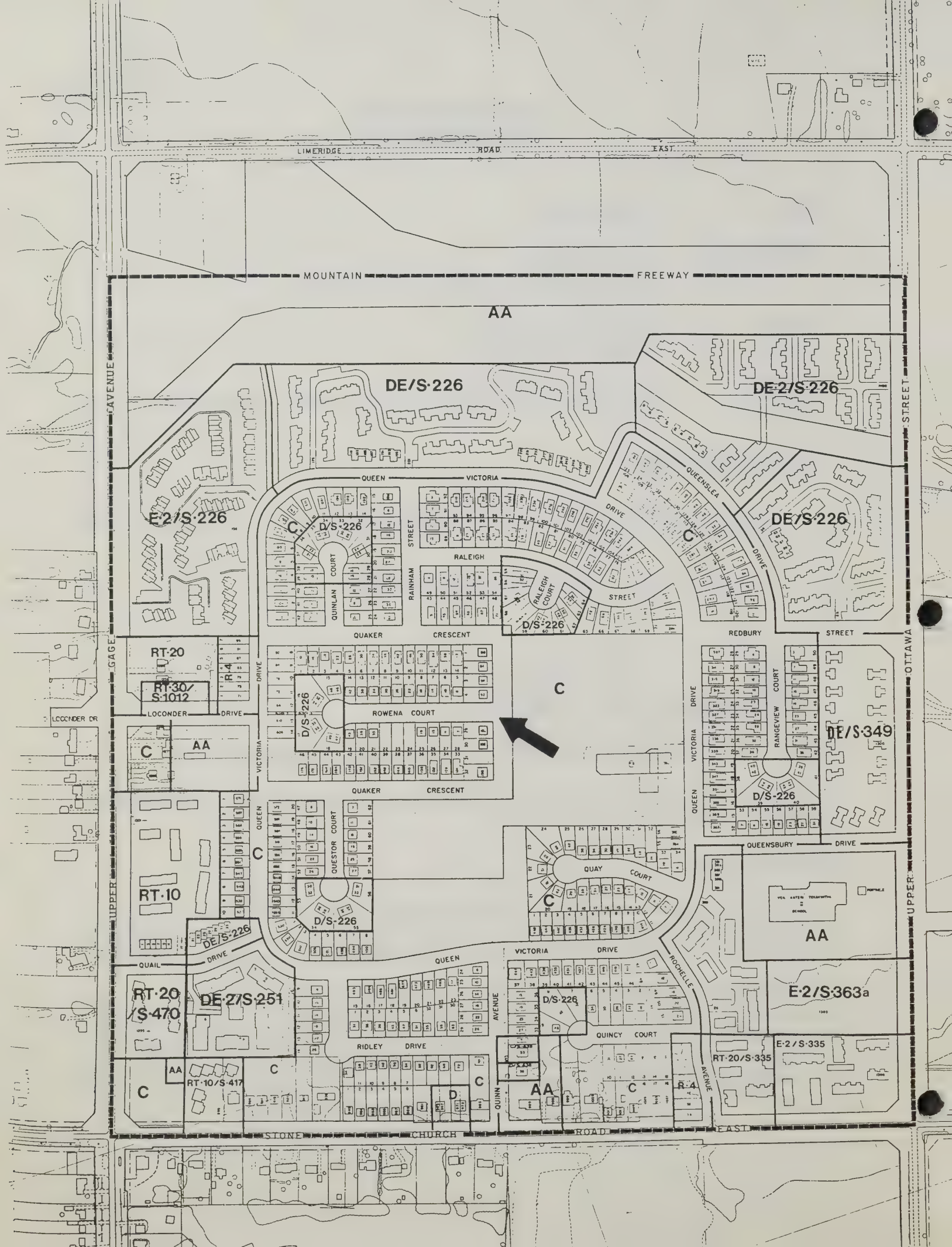
**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds provided in the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required stop sign.

**BACKGROUND:**

The Traffic Department has received a request from Mr. Greg Maychak, 92 Quaker Crescent, that a stop sign be erected to control eastbound traffic on Rowena Court at Quaker Crescent. The intersection of Rowena Court and Quaker Crescent is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection in recent years. Thus, the intersection is operating safely and there is no apparent compelling reason to erect a stop sign at the intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that eastbound traffic on Rowena Court would be required to stop for northbound and southbound traffic on Quaker Crescent. Therefore, the Traffic Department concurs with the request.





86

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 October 01

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

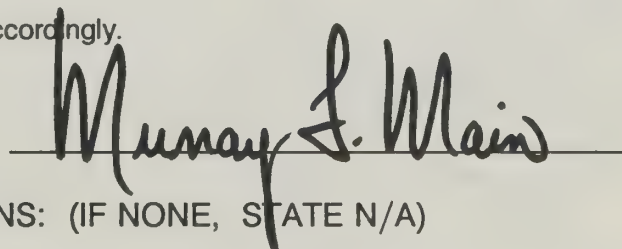
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Florence Street and Ray Street - Intersection Control [TEC-234-90]

RECOMMENDATION:

- a) That eastbound traffic on Florence Street be required to stop for northbound and southbound traffic on Ray Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Brian Hinkley has forwarded a petition from area residents to the Traffic Department on behalf of Alderman Cooke and Alderman Kiss requesting that a stop sign be erected to control eastbound traffic on Florence at Ray.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been three reported collisions at this intersection in the past eight years. This is a reasonably good collision record for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Florence would be required to stop for northbound and southbound traffic on Ray.









Ministry  
of the  
Environment

Ministère  
de  
l'Environnement

West  
Central  
Region

9.

119 King St W  
12th Floor - Box  
Hamilton Ontario  
L8N 3Z9  
416/521-7640

September 28, 1990

Mr. L. Sage  
Chief Administrative Officer  
City of Hamilton  
71 Main St. W.  
Hamilton, Ontario  
L8N 3T4

Dear Mr. Sage:

Re: 1988 Hamilton Air Quality Report

Attached for your information is a copy of the above report which summarizes the results of routine and special air monitoring in Hamilton during 1988.

Air quality monitoring in Hamilton during 1988 showed that airborne particulates and odorous sulphur compounds continued to exceed ambient objectives although they were reduced from previous years. The industrial area of the City was the main area affected. However, broader city-wide impacts were observed during thermal inversion conditions. Such inversion conditions caused one incident where the Air Pollution Index exceeded 31.

Ozone, a photo-chemically produced pollutant, showed elevated concentrations above the hourly objective during the summer. The problem was due mainly to long range transport from the United States. Due to an extremely hot summer, there was a sharp increase in the number of exceedence events observed, a trend common to Southern Ontario.

In June, 1988, the Ministry commenced issuing the Air Quality Index (AQI) from four stations in Hamilton. Ozone was by far the most significant pollutant measured by the AQI.

Hamilton Brick Ltd., the City's lone brick plant was monitored for fluoride, and concentrations well above objectives were measured. The levels were not a human health concern, but past Phytotoxicology assessment surveys did detect vegetation injury near the plant. The company has installed upgraded equipment and more efficient kilns to reduce their fluoride emissions. The Ministry will continue working with the company to further reduce emissions.

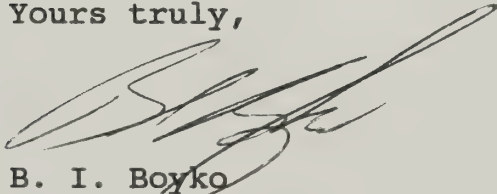


Steetley Industries, a limestone quarry operation in Flamborough continued a series of abatement measures in 1988, aimed at reducing its dust emissions. These measures had a positive effect on reducing measured particulate concentrations, although objectives continued to be exceeded.

Control programs are underway at the major industries to control particulate and odorous emissions. Significant reductions in odorous sulphur compounds were observed in 1987. This was due mainly to the replacement of direct contact coolers in the coke oven by-products are at Stelco with indirect coolers in April, 1987. Fugitive dust emissions from non-industrial sources such as road dust need to be addressed. Road cleaning and measures to reduce trackout onto roadways is suggested. Better control of industrial fugitive emissions, such as blowoff from stockpiles and other non-stack sources, also appears necessary.

For further information on air quality, please contact Mr. F. Dobroff, Air Quality Analyst, and for information on abatement control programs, please contact Mr. J. Vogt, District Officer, Hamilton District Office at 521-7640. Additional copies of the report can be provided on request.

Yours truly,



B. I. Boyko  
Regional Director  
West Central Region

attch/

FD/wjw  
AIRPTLTR.MRG

cc Mayor R. Morrow  
Members of City Council  
Management Team  
Ms. T. Angello, Secretary  
Transport and Environment Committee

(Reports are available in the City Clerks Department)

ROBERT M. MORROW  
MAYOR



10

October 2nd, 1990

MEMO TO: Miss Tina Agnello, Secretary  
Transport and Environment Committee

FROM: Mayor Robert M. Morrow

Would you please have the attached item brought back to the Transport and Environment Committee and let me know the date it will be discussed.

Thanks.

RMM:tt

Attch.



City Hall,  
71 Main Street West, Hamilton, Ontario, Canada L8N 3T4  
Telephone: (416) 526-2790





A.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

\*\*\*\*\*

TO:	Mayor R. M. Morrow	YOUR FILE:	Mayor's Office
FROM:	Miss Tina Agnello, Secretary Transport and Environment Committee	OUR FILE:	
		PHONE:	546-2729
SUBJECT:	<u>GO TRAIN SERVICE TO HAMILTON</u>	DATE:	1990 September 20

Please be advised that your correspondence regarding the above-noted matter was placed before the Transport and Environment Committee on September 17, 1990.

In your absence the Committee noted and received the correspondence.

*T. Agnello*

c.c. Alderman H. Merling  
Chairman  
Transport and Environment Committee



ROBERT M. MORROW  
MAYOR

AUG 21 1990



2.

1990 August 21

TO: Ms. Tina Agnello, Secretary  
Transport and Environment Committee

FROM: Mayor Robert M. Morrow

*Bob Morrow*

SUBJECT: GO TRAIN SERVICE TO HAMILTON

Attached is a copy of a letter from Mr. D. Luzzi, President of the Hamilton & District Chamber of Commerce regarding GO Train Service to Hamilton which was presented to the Finance and Administration Committee by Alderman Don Ross at its meeting held 1990 June 21 and received.

In receiving the correspondence, the Finance and Administration Committee requested that I forward a letter to the Transport and Environment Committee recommending that a resolution be submitted to City Council supporting this particular project requesting that all necessary authorities become involved.

In this regard, subjoined is a draft resolution for consideration of the Transport and Environment Committee and subsequent submission to City Council.

"WHEREAS all projects of Ontario Government Ministries and Agencies must conform to the Environmental Assessment Act; and

WHEREAS lengthy delays for approval of the GO Train Project for Hamilton would result in a negative economic impact on the City of Hamilton and surrounding communities;

NOW THEREFORE be it resolved that the City of Hamilton petition the Honourable Jim Bradley, Minister of the Environment to review the current timetable for the release of the Environment Review to ensure that the project to provide GO Train Service to Hamilton is proceeded with in an expedient fashion."

att.

c.c. Alderman B. Hinkley, Chairman, Finance and Administration Committee  
Alderman D. Ross  
Mr. D. Luzzi, President, Hamilton & District Chamber of Commerce





The  
Hamilton & District  
Chamber  
of Commerce

**COPY**

100 KING ST. W., SUITE 830, HAMILTON, CANADA L8P 1A2 PHONE (416) 522-1151

April 11, 1990

EXP 17 1990

The Honourable Jim Bradley,  
Minister of the Environment  
135 St. Clair Avenue North,  
Toronto, Ontario.  
M4V 1P5

Dear Mr. Minister:

**RE: GO TRAIN SERVICE TO HAMILTON**

The Hamilton & District Chamber of Commerce is pleased to see the very strong commitment to public transit systems as outlined in the Premier's announcement of \$5 Billion for Toronto area system improvements on April 5, 1990.

We note that in the announcement mention was made of a proposed move of the Hamilton service to the downtown TH & B station.

Our information indicates that the major step which is needed to facilitate this project is the release of the Environmental reports on the GO Transit proposals. We urge you to direct your officials to fast track the environmental study and more aggressively pursue its release and approval.

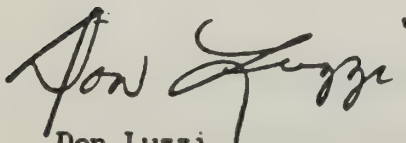
The need for the Downtown Hamilton link has been well established (as attested by the increasing traffic difficulties experienced this side of Burlington each day).

GO Transit needs to start construction by next year if we are to see trains in downtown Hamilton by 1995.

Our community is very concerned with the length of time for making the change over a reality. We would appreciate your confirmation of a timetable for the release of the Environmental Review.

Your concern and consideration is appreciated.

Yours truly,

  
Don Luzzi,  
President.



CITY COUNCIL  
HAMILTON, CANADA

11.  
**Alderman Henry Merling**  
Chairman - Transport & Environment Committee

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71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 389-5903 - WARD 7

October 15, 1990

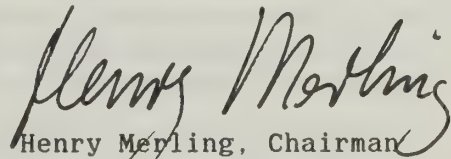
Ms. Tina Agnello, Secretary  
Transport and Environment Committee

Re: Snow Removal for Seniors

Dear Ms. Agnello:

Please put this Toronto ad on the next Transport and Environment Committee's agenda.

Sincerely,

  
Henry Merling, Chairman  
Transport and Environment Committee

HM:bs  
Attachment



## Free Snow-clearing for Seniors, People with Physical Disabilities


Senior citizens and people with physical disabilities who live in one- or two-family dwellings in the City of Toronto are entitled to *free* removal of snow and ice from public sidewalks in front of, or beside their properties, provided they apply for such assistance, and they meet the following criteria:

- they are 65 years of age or older and a relative under 65 does not reside on the premises; or
- they are 65 years of age or older and a relative under 65 is resident but is determined by a physician to have a physical disability; or
- the resident owner or tenant under 65 years of age has been determined by a physician as having a physical disability and a relative under 65 does not reside on the premises.

**Renewal requirements:** If you received this service last year, a renewal form will have been mailed to you. It is only necessary to sign and return this completed form. Renewal forms for people with physical disabilities must be accompanied by a new doctor's certificate.

**Important:** If you qualified for this service because of a physical disability and have now reached age 65, you must re-apply as a senior citizen. (All other requirements listed above apply).

**New applicants** may apply in person at the following Public Works offices, Monday through Friday, between 9:00 - 11:00 a.m. or 12:00 - 2:30 p.m.:

- |                         |   |
|-------------------------|---|
| • 425 Old Weston Road   | • Street Allowance  |
| • 1116 King Street West | Control Branch  |
| • 1008 Yonge Street     | 100 Queen Street West,  |
| • 100 Merton Street     | Main Floor, West Tower,   |
| • 433 Eastern Avenue    | City Hall  |

Please bring **one** of the following items to verify your eligibility to receive this service:

- Ontario Health-Santé 65 Card
- Federal Old Age Identification Card
- Birth Certificate
- Doctor's Certificate (where applicable)

If you are a homeowner, please bring your Realty Tax Bill.

**Applicants who cannot apply in person should call 392-7768. TDD users please call 392-0678.**

Nicholas Vardin, P.Eng.  
City Engineer and  
Commissioner of Public Works





CITY COUNCIL  
HAMILTON, CANADA

12.  
**Alderman Tom Murray**

Chairman - Parks & Recreation Committee  
Chairman - Copps Coliseum Committee  
Police Commissioner

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71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 387-9243 - WARD 8

OCT 15 1990

12 October 1990

Ms. Tina Agnello, Secretary  
Transport and Environment Committee

Dear Ms. Agnello:

I would like to have the enclosed letter and petition from the St. Jerome's Parent Volunteer Association placed on the Transport and Environment Committee agenda, for information.

Should you have any questions, please don't hesitate to contact my office.

Yours very truly,

Tom Murray,  
Alderman, Ward 8

/ck  
Encl.

cc: Alderman Henry Merling, Chairman  
Transport and Environment Committee



CITY COUNCIL  
HAMILTON, CANADA

**Alderman Tom Murray**

Chairman - Parks & Recreation Committee  
Chairman - Copps Coliseum Committee  
Police Commissioner

---

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 387-9243 - WARD 8

---

11 October 1990

St. Jerome's Parent Volunteer Association  
c/o Mrs. Sharon Kaesler  
401 Limeridge Road West  
Hamilton, Ontario  
L9C 2V6

Dear Mrs. Kaesler:

Thank you for your letter and petition from area residents request that the School Traffic Officer at St. Jerome's School remain on duty.

For your information, the Transport and Environment Committee is conducting a thorough investigation into all signalized intersections where School Traffic Officers are being utilized. The use of a School Traffic Officer at a signalized intersection is not in-keeping with Provincial and Municipal regulations. It should be noted that the School Traffic Administration of the Regional Police Department does not recommend School Traffic Officers at signalized locations. However, a School Traffic Officer cannot be taken off a signalized location without approval from the City's Transport and Environment Committee.

I will bring the concerns expressed by the St. Jerome's Parent Volunteer Association to the attention of the Transport and Environment Committee. I will keep you apprised of any further development in this regard.

Once again, thank you for taking the time to write to me.

Yours very truly,

Tom Murray,  
Alderman, Ward 8

/ck

cc: Mr. Marty Hazell  
Manager of Legislation  
Traffic Department

OCT 09 1990

October 1, 1990.

Alderman Tom Murray  
Corporation of the City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Dear Alderman Murray:

On behalf of St. Jerome's Separate School Parent Volunteers Association we are requesting that our Crossing Guard at St. Jerome's School on Limeridge Road West remain on duty. We were advised that due to the recent installation of traffic lights, our Crossing Guard would be placed elsewhere within a month or two.

The majority of the parents continue to be concerned that the installation of the traffic lights has not alleviated the problem of excessive speed on this major thoroughfare.

As a consequence, our elementary children's safety remains compromised.

We invite you to meet representatives of our committee to view the flow of traffic through the intersection in question on Thursday, October 18, or if that is not convenient, please inform us of an alternate date which would be at your earliest convenience.

Enclosed is a list of parents who wish to express their concerns.

Yours very truly,

*Mrs. Sharon Keesler*

St. Jerome's Parent Volunteer Assoc.  
c/o 401 Limeridge Rd. West  
Hamilton, Ontario  
L9C 2V6  
(575-3227)

c.c.: His Honour Mayor Bob Morrow  
Alderman Don Ross  
Bill Sears, Chairman of the Regional  
Municipality of Hamilton Wentworth  
Colin Millar, Police Chief



We, the undersigned, request that the present Crossing Guard at St. Jerome's School remain on duty in addition to the recent installation of the traffic lights.

Due to the young age of the vast majority of the children who cross Limeridge Road, we feel this request is warranted.

Name

Linda Hall	11 Piper Place, Hamilton, Ont.
Margaret Kish	411 Humberidge Ave. " "
Joseph Hall	11 Piper Place Hamilton Ont
Janet Chaisson	12 Piper Place; Ham Ont.
Benni Hamer	" " " "
Adelajda	94 Fiona Cres. " "
Angela Josy	" " " " "
Redil	86 Fiona Cres " "
L Be dell	86 Fiona Cres " "
B. Glover	74 Fiona Cres. " "
J Brown	68 Fiona Cr. Ham Ont
L Winship	64 Fiona Cr. " "
R Madon	62 Fiona Cr.
Marilyn E Modder	62 Fiona Cr. " "
Kimberly Ingleman	58 Fiona Cr.
Bob Fuller	58 Fiona Cr. " "

Homeaddresses

Susan Glover

52 Fiona Cres

Lathie Shaw

50 Fiona Cres

Alfredo Salvato

23 Joseph Crt.

19 Joseph Court.

Valerie Morrison

11 Joseph Crt.

Lois F. Lither

2 JOSEPH CRT

Melanie Puarigham

4 Joseph Crt.

Jean Lathie

Joseph Crt.

Bita Goddard

34 Fiona Cres

Mark Goddard

34 Fiona Cres.

John King

30 Fiona Cres.

Hillie Bakker

26 Fiona Cres

Jan Boley

22 Fiona Cres.

Dianne Peace

18 Fiona Cres.

Morocco

16 FIONA CRESCENT.

33 FIONA CRESC.

T. Archy

584 Brigadoon Dr. Ham.

298 West 18<sup>th</sup> St.Mary C. Lapors.  
Leot Hamson

We, the undersigned, request that the present Crossing Guard at St. Jerome's School remain on duty, in addition, to the recent installation of the traffic lights.

Due to the young age of the vast majority of the children who cross Limeridge Road, we feel this request is warranted.

Name

Marian Tice

Maureen Gushulak

Theresa Topolko

Barbara Davis

Caroline Beggs

MacDonald

Doug Tice

Giuseppe Zardelli

Joanne Vunco

Antonello Casapelle

Arturo de Teixeira

Maria Meiers

Lizzie Kaye

W. Mc

Sharon Kester

Klaus Kester

Joanne Kuman

Lorraine Skinner  
Enrico Molezzo  
Maureen Kelly



We, the undersigned, request that the present Crossing Guard at St. Jerome's School remain on duty in addition to the recent installation of the traffic lights.

Due to the young age of the vast majority of the children who cross Limeridge Road, we feel this request is warranted.

Name

Lucia Camposilvan

Mansa Meis

June M Donald

Hebbie Hayes

Lix Hayes

Ruby Pickham

T B Smith

Ly MacDougall



**CORPORATION OF THE CITY OF HAMILTON**

**MEMORANDUM****MEMORANDUM**

\*\*\*\*\*

TO: Alderman V. J. Agro

## YOUR FILE:

FROM: Miss Tina Agnello, Secretary  
Transport and Environment Committee

OUR FILE:  
PHONE: 546-2729

SUBJECT: STOP SIGNS ON BAY STREET NORTH DATE: 1990 October 17  
AND STRACHAN, AND MACNAB STREET NORTH  
AND BURLINGTON STREET

Please be advised that the above-noted matter will appear as Item 13 at the Transport and Environment Committee meeting of October 22, 1990.

Stywell





K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



**THE CORPORATION OF THE CITY OF HAMILTON**  
OFFICE OF THE CITY CLERK

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

TEL: 546-2700  
FAX: 546-2095

~~November 15, 1990~~

URBAN MUNICIPAL

**NOTICE OF MEETING**

NOV 22 1990

**TRANSPORT AND ENVIRONMENT COMMITTEE**

GOVERNMENT DOCUMENTS

CA40NHBLA05

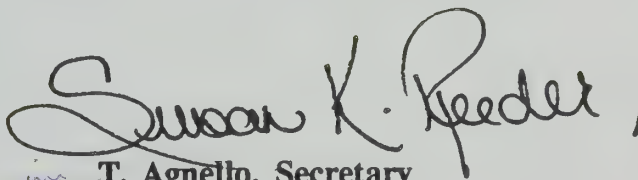
URBAN/MUNICIPAL

C 5176  
1990

Monday, November 19, 1990

9:30 o'clock a.m.

Room 233, City Hall

  
T. Agnello, Secretary  
Transport and Environment Committee

**A G E N D A**

**DELEGATIONS**

- A. 10:00 a.m. Lot Line Dispute Between Mr. and Mrs. Slavo Bukovscak  
51 Algonquin Court and Mr. and Mrs. Steve Lukicek, 55  
Algonquin Court
- B. 10:15 a.m. Parking Regulations on Moxley Drive - Mrs. Woodcock, 914  
Mohawk Road East, Unit 11
- 1. Approval of the Minutes of the Meeting held November 5, 1990





**2. COUNCIL REFERRAL**

Letter from the City of Toronto Re: Implementation and enforcement of the Chlorofluorocarbon By-law

**3. MANAGER OF PURCHASING**

- (a) Rental of Snow Removal Equipment and Labour - Public Works Department
- (b) Concrete Crushing Bernie Court Yard - Public Works Department

**4. DIRECTOR OF PROPERTY**

- (a) Expropriations of Land Required for the Extension of Berkindale Avenue
- (b) Red Hill Creek Flood Plain - Storm Water Control Agreement by Owner to accept Compensation - 265 Charlotte Street - Susan Medeiros
- (c) Offer to Purchase (easement) - Union Gas Limited, City Land - South Side of Stone Church Road East

**5. DIRECTOR OF PUBLIC WORKS**

Equipment Auction - 1990

**6. COMMISSIONER OF ENGINEERING**

- (a) Proposed Road Allowance Closure:  
Melissa Street from 15.24 m East of the Original Centre Line of Upper Wellington Street to approximately 58.83 Easterly
- (b) Banner Display Application -  
National Dental Hygiene Week.  
Monday, October 19, 1992 to Monday, October 26, 1992
- (c) Inadvertent Encroachment Agreement - 438 Dundurn Street South
- (d) Revised Wheelchair Ramp Standard
- (e) Road and Sidewalk Capital Reconstruction Programme
- (f) Regional Municipality of Halton - Gypsum Waste Recycling Resolution
- (g) Temporary Street Closure, Ferguson Avenue North Between King and King William Sts. - Saturday, November 17, 1990 from 8:00 a.m. to 4:00 p.m.
- (h) Transfer for Additional Funds - Railway Crossing Signal Maintenance
- (i) Incorporating Certain City Lands into Various Streets by By-law



7. DIRECTOR OF TRAFFIC SERVICES AND CITY SOLICITOR

97 Pearl Street North - Request for Driveway Approach Approval

8. DIRECTOR OF TRAFFIC SERVICES

- (a) Request for a School Crossing Guard - Main Street East and London St.
- (b) Britannia Avenue, West of Barons Avenue - School Crossing Guard
- (c) Erection of Special Street Name Signs in Business Improvement Areas in Hamilton Downtown B.I.A.

9. PARKING REGULATIONS

- (a) Royal Avenue Between Emerson Street and Leland Avenue
- (b) Bay Street North Between Burlington and Wood Streets
- (c) Markland Street Between Bay St. South and Park Street South/Chilton Place
- (d) Springer Avenue Between Maplewood Avenue and Main Street East
- (e) No. 11 Hess Street South - Request for a Loading Zone

10. INTERSECTION CONTROL

- (a) Brucedale Avenue and Rendell Boulevard
- (b) Campbell Avenue and Rosslyn Avenue North
- (c) Cannon Street East and Glendale Avenue North

11. ALDERMAN T. MURRAY

Request for Fence Removal - Mara and Christopher Skeba - 70 Park Plaza Drive

12. OTHER BUSINESS

13. ADJOURNMENT





## TRANSPORT AND ENVIRONMENT COMMITTEE

### OUTSTANDING ITEMS

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Parking Regulations - West 1st St. between Monarch Rd. and Wembley	May 23, 1990	Ald. T. Murray	Tabled
2. Stops Signs on Greenhill Avenue	August 20, 1990	Mr. M. Main	Pending Report
3. Unlawful Removal of Trees	August 28, 1990	Mr. L. Farr City Solicitor's Office	Pending Report
4. Fence at 201 Bay Street North	September 17, 1990	Alderman Agro	Tabled With Instructions
5. Street Lights on Ravenscliffe Avenue	September 17, 1990	Alderman Agro	Tabled

Dated: November 13, 1990

T. Agnello  
Secretary







A.

CITY COUNCIL  
HAMILTON, CANADA

Alderman Tom Jackson

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 383-3470 - WARD 6

12 November 1990.

Miss Tina Agnello,  
Secretary,  
Transport & Environment Committee,  
City Clerk's Department.

Dear Tina:

On the next Transport and Environment Committee meeting on Monday, November 19, 1990, please include as an item on the agenda under delegations, the hearing of lot line complaint between Mr. & Mrs. Slavo Bukovscak of 51 Algonquin Court and Mr. & Mrs. Steve Lukicek of 55 Algonquin Court.

I have tried resolving this matter internally between both parties but it is now at the point where I and the two families are needing the Committee's wisdom and decision on this dispute.

Trusting to have your cooperation regarding this matter, and if your require any further reports or background on the situation please contact the individuals noted below.

Thank you and,

Sincerely yours,

Tom Jackson,  
Alderman, Ward 6.

TJ:dp

cc: Mr. Reg Meiers, Manager of Project Planning, Engineering Dept.  
Mr. Ted Arnold, Driveway Control Officer, Traffic Dept.  
Mr. Dan Fraser, Hamilton Hydro.  
Mr. & Mrs. Steve Lukicek, 55 Algonquin Crt., Hamilton, ON L8T 4T2.  
Mr. & Mrs. Slavo Bukovscak, 51 Algonquin Crt., Hamilton, ON L8T 4T2.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 November 13

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

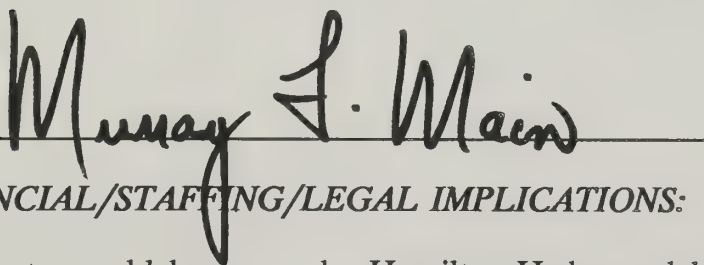
**FROM:** Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Driveway approach at No. 55 Algonquin Court. (TEC-278-90)

**RECOMMENDATION:**

- a) That the Committee request Hamilton-Hydro to relocate, at their cost, the hydro pole in front of No. 55 Algonquin Court to a point on the No. 51 Algonquin Court side of the extended property line common to the two properties, and;
- b) That the Committee approve the extension of the existing driveway at No. 55 Algonquin Court, southerly by up to 3.8m for a total driveway width of up to 5.5m, at the expense of the owner at No. 55 Algonquin Court.

  
\_\_\_\_\_

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Any costs would be borne by Hamilton-Hydro and by the owner at No. 55 Algonquin Court.

**BACKGROUND:**

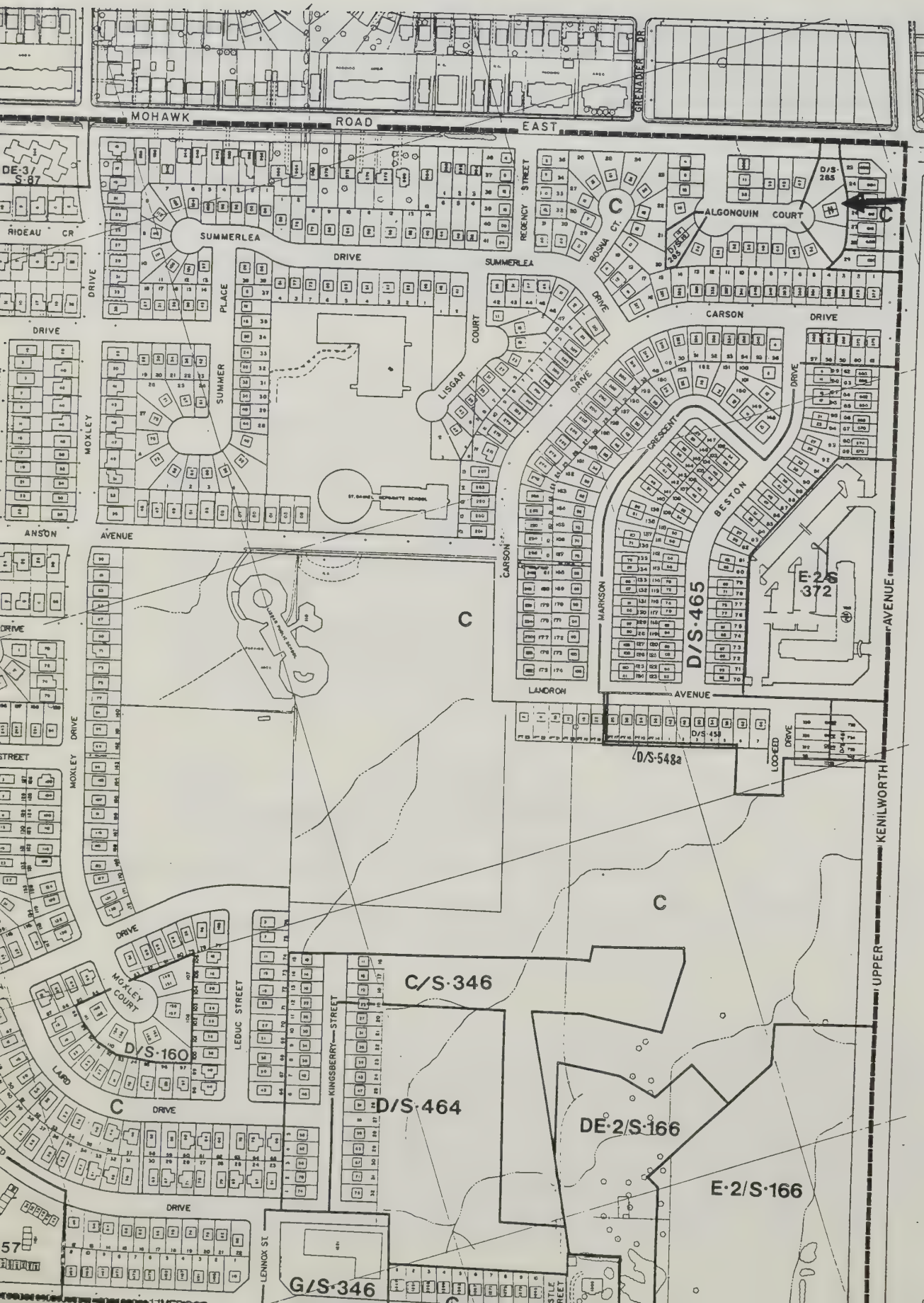
In mid 1990, the Traffic Department was requested to investigate the driveway situation at No. 55 and No. 51 Algonquin Court. At that time, it was determined that the owner at No. 55 Algonquin Court had constructed a driveway and a driveway approach which encroached upon a portion of the property at No. 51, and which also involved the paving of the boulevard on the public highway in front of the premises of No. 51 Algonquin Court. Subsequently, the owner at No. 51 Algonquin Court had removed the portion of the concrete driveway which encumbered his property, and which encumbered the portion of the boulevard on Algonquin Court in front of his property. This resulted in a situation

where the remaining portion of the driveway approach is insufficiently wide for proper vehicular access, and the edge of the driveway approach is immediately abutted by a Hamilton-Hydro pole.

Hamilton-Hydro has agreed to relocate the hydro pole from its present location to the other side of the driveway approach such that it would be approximately in line with the extended property line between the properties at No. 51 and 55 Algonquin Court. We understand that this solution is satisfactory to the owner at No. 51 but that the owner at No. 55 does not agree to this arrangement.

It is the Traffic Department's position that the offer of Hamilton-Hydro to relocate the pole at no cost should be accepted, and that the pole should be relocated to the vicinity of the extended property line. We understand that this is satisfactory to the owner at No. 51, but not satisfactory to the owner at No. 55 Algonquin Court. Relocation of the pole would allow the owner at No. 55 to extend his driveway approach to an appropriate width to accommodate access by his automobile.





MOHAWK ROAD EAST

SUMMERLEA DRIVE

DRIVE

SUMMERLEA DRIVE

CARSON DRIVE

DRIVE

AVENUE

UPPER KENILWORTH AVENUE

DE-3/S-87

RIDEAU CR

DRIVE

ANSON DRIVE

DRIVE

STREET

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DRIVE

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57

SUMMERLEA DRIVE

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D/S-548a

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E-26 372

D/S-265

D/S-465

57

B.

VIEW THE NOTE

E01

From: LTOFANI --COHAM  
To: TAGNELLO--COHAM

Date and time 11/12/90 16:45:20

Subject: T & E

PLEASE CALL MRS. WOODCOCK OF MOXLEY DRIVE. HER NUMBER IS 383-7707. THE MAYOR  
WOULD LIKE HER TO BE ON THE NEXT T & E AGENDA RE PARKING ON MOXLEY DR.

(914 Mahawk St E, Unit 11)

\*\*\*\*\*

Yours Truly,

Lynn Tofani (x2074), Userid LTOFANI

END OF NOTE





Monday, November 5, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

1.

The Transport and Environment Committee met.

There were present: Alderman V. J. Agro, Acting Chairman  
Alderman D. Drury  
Alderman D. Agostino  
Alderman T. Cooke  
Alderman T. Murray

Absent: Alderman H. Merling (Vacation)  
Mayor R. M. Morrow

Also present: Alderman J. Gallagher  
Alderman D. Ross  
Mrs. B. Price, Hamilton Safety Council  
Mr. G. P. Aston, Regional Engineering Department  
Mr. D. Lobo, Public Works Department  
Mr. J. G. Pavelka, Director of Public Works  
Mr. M. F. Main, Director of Traffic Services  
Mr. M. Watson, Manager, Real Estate Division  
Mr. T. Bradley, Manager, Purchasing  
Miss T. Agnello, Secretary

1. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee of October 22, 1990 were adopted as circulated.

2. CITY SOLICITOR

As recommended by the City Solicitor in a report dated October 26, 1990, the Committee recommended to Council as follows:

- (a) That the applications for on site Garbage Collection service to the following locations, be approved during the pleasure of Council:

<u>Applicant</u>	<u>Location</u>
1. Wentworth Condominium Corporation No. 145	255 Mount Albion Road
2. Valery Construction Limited	40 Grayrocks Ave.
3. Valery Construction Limited	14 Derby Street
4. Valery Construction Limited	15 Derby Street
5. A. DeSantis Holdings Limited	543 Queenston Road

- (b) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such insurance to be in an amount satisfactory to the Director of Public Works.

- (c) That the Mayor and City Clerk be authorized to sign and execute these agreements.

**3. MANAGER OF PURCHASING****3.1 Canadian Corps of Commissionaires  
Annual Salary Rates for 1991, Traffic Department**

Mr. Bradley explained that the commissionaires have proposed a 6% increase and that the GST will apply to the total of their wages since the service is contracted. In previous years, the increase has been 3% or 4%.

The Transport and Environment Committee members expressed concern with the request since Council has directed that there be no increase in the budget from 1990 to 1991.

A discussion ensued regarding contracting services versus providing services in-house. The Committee directed staff to prepare a report with costs for in-house and contracted services.

As recommended by the Manager of Purchasing in a report dated October 16, 1990, the Committee recommended to Council as follows:

That a purchase order be issued to the Canadian Corps of Commissionaires (Hamilton), Hamilton for parking enforcement services for 1991, in accordance with specifications issued by the Manager of Purchasing and vendor's tender as follows:

**Hourly Rate**

Sergeant	\$ 11.04
Corporal	\$ 10.56
Commissionaire	\$ 10.13

Plus 7% GST

**NOTE:** Funds provided in By-law Services, Traffic By-law Enforcement Account No. CH56323 75020.

**3.2 Supply and Delivery of Sodium Chloride During 1990 - 1991 Winter Season**

As recommended by the Manager of Purchasing in a report dated October 29, 1990, the Committee forwarded the following recommendation to Council:

That a purchase order be issued to Sifto Canada Inc., Toronto, for the supply and delivery of sodium chloride during the 1990 - 1991 Winter season in accordance with specifications issued and vendor's tender, as follows:

Coarse Crushed in 22.5 Tonne Dump Truck Loads - \$ 33.58 per metric tonne

FST exempt. PST included. GST will be extra when applicable.

**NOTE:** Lowest of three (3) tenders received. Funds provided in Stock Account No. CH56197 60999.

**3.3 Supply and Delivery of Sand, Treated and Untreated for the 1990 - 1991 Winter Season**

As recommended by the Manager of Purchasing in a report dated October 29, 1990, the Committee forwarded the following recommendation to Council:

That purchase orders be issued for the supply and delivery of sand, treated and untreated, for the 1990 - 1991 Winter season, in accordance with specifications issued by the Manager of Purchasing and vendors' tenders, as follows:

- (a) Lakeview Sand and Gravel, Paris for Treated Sand  
\$15.78 per metric tonne - delivered

\$12.13 per metric tonne - picked-up

- (b) TCG Materials, Cambridge for Untreated Sand  
\$ 7.70 per metric tonne - delivered

Provincial Sales Tax extra at 8%

After January 1, 1991, 7% GST will apply

**NOTE:** Lowest of four (4) tenders received. Funds provided in Stock Account No. CH56197 60999.

**4. COMMISSIONER OF ENGINEERING****4.1 Modified Subdivision Agreement, Upper Wellington Street**

The Acting Commissioner of Engineering explained to the Committee that there are 2 proposals; "A" which proposes a flat sidewalk with the cemetery grade raised about it, and "B" which proposes a raised sidewalk level to the existing cemetery. Both proposals will cost the same amount.

Alderman Gallagher offered a brief overview of the history of the sidewalk construction. In the process of reconstruction, several trees have been killed and the cemetery is now at a higher grade than the existing pedestrian walkway.

Mr. Morris, a Cemetery Director, was present to express his concerns. He stated that the cemetery has considerable historical significance and if the sidewalk is not raised, the cemetery cannot be viewed.

Ms. Marlene Horning, Cemetery Director, felt that since both proposals are feasible and cost the same amount, the raised sidewalk should be approved.

After discussion, the Committee passed the following recommendation for Council's approval:

That the appropriation for the City share for the agreement regarding construction of an elevated sidewalk and handrail with Wellington Chase Inc. for lands on the east side of Upper Wellington Street, approved by City Council on December 13, 1988, be increased from \$9,946.26 to \$29,000.00 and that the Finance and Administration Committee recommend the source of funding.



11/13/90

#### 4.2 Tendering of Advertising Bench Agreement

A discussion ensued regarding the size of benches and their appearance. The Acting Commissioner of Engineering explained that by agreement, the backs of the benches are to be 6' x 2'.

Questions arose about advertising benches not being permitted in the downtown core. The Director of Public Works advised that the Planning and Development Committee, the Business Improvement Association and the Transport Commissioner have all been involved with relocating advertising benches.

The Acting Commissioner of Engineering advised that the policy for advertising benches in the downtown core was adopted 4 years ago.

After discussion, the Committee forwarded to Council the following recommendation of the Acting Commissioner of Engineering dated October 30, 1990 as follows:

That the Commissioner of Engineering be directed to tender the following 3 options for a contract for placement of benches at various locations throughout the City of Hamilton on road allowances for a four year term. Each option will be subject to the following conditions:

- (a) That an Agreement be entered into with the City of Hamilton to the satisfaction of the Commissioner of Engineering and the City Solicitor.
- (b) That an annual fee be paid per bench, such fee to be non-refundable for benches removed from the road allowance.
- (c) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance.
- (d) That the applicant provide, at the time of each annual payment, a map on which each bench location shall be shown.
- (e) That the applicant provide \$2,000,000.00 public liability insurance, naming the City as an added insured party, and saving the City harmless from all actions, interests, claims, demands, costs, damages, expenses, and loss.
- (f) That the Mayor and City Clerk be authorized and directed to execute the Agreement on behalf of the City.
- (g) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street.
- (h) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter, such restriction not to apply to benches for charitable organizations or benches without advertising.
- (i) That the successful applicant be permitted to install a maximum of 500 benches at locations determined by the following criteria:
  - (i) No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0 m or less.
  - (i) No bench shall be placed within 6.0 m of any fire hydrant.

- (iii) No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0 m of a bus stop during the months of December to April inclusive.
- (iv) Benches shall not be installed until prior approval of each bench location is received from the Commissioner of Engineering, and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Commissioner of Engineering.

Option I:

That the successful applicant make available to the City 5% of the benches for local service organizations, who will be responsible for the cost of the art work only.

Option II:

- (a) That the following three categories of bench types and locations be established:
  - (i) Bench  
Type: benches with large advertising  
  
Permitted  
Locations: in commercial and industrial districts
  - (ii) Bench  
Type: benches with discreet advertising in the form of a plaque (e.g. this bench donated by ....) or letters burned into the wooden back  
  
Permitted  
Locations:
    - (a) in parks fronting main streets
    - (b) public places - facing out to street
    - (c) residential neighbourhoods
    - (d) as in (i) above
  - (iii) Bench  
Type: no advertising  
  
Permitted  
Locations:
    - (a) historical districts
    - (b) facing into parks
    - (c) public places - facing into space
    - (d) facing designated architectural and/or historical structures
    - (e) as in (i) and (ii) above
- (b) That for every 6 benches with advertising, 2 benches with discreet advertising and 2 benches with no advertising must be supplied.

11/13/90

Option III

- (a) That the following two categories of bench types and locations be established.

- (i) Bench  
Type: benches with large advertising
- Permitted  
Locations: (a) in commercial and industrial districts  
(b) public places - facing out to street
- (ii) Bench  
Type: benches with discreet advertising in the form of a plaque (e.g. this bench donated by ...) or letters burned into the wooden back
- Permitted  
Locations: (a) residential neighbourhood  
(b) facing designated architectural and/or historical structures  
(c) as in (i) above
- (iii) Bench  
Type: no advertising
- Permitted  
Locations: (a) facing into parks  
(b) as in (i) and (ii) above

- (b) That for every 6 benches with advertising, 2 benches with no advertising must be supplied.

5. DIRECTOR OF PROPERTY

5.1 Sale of One Foot Reserve - Templemead Drive to 832200 Ontario Limited

As recommended by the Director of Property in a report dated October 29, 1990, the Committee recommended to Council as follows:

That an Offer to Purchase executed by 832200 Ontario Limited (Sol D. Frankel) on October 17, 1990 and scheduled for closing on or before January 8, 1991, for the purchase of a one (1) foot reserve along the easterly limit of Templemead Drive, be approved and completed.

**NOTE:** The subject property is a one (1) foot strip of land along the easterly limit of Templemead Drive, shown as Part 14 on Plan 62R-4121), containing a total area of 19.42 square metres (209 square feet). The purchase price of \$1.00 to be credited to Account No. CH4X501 00107 (Services through Unsubdivided Land).



**5.2 Sale of One Foot Reserve - Eaglewood Drive to Hilliard Clark Harnden, Helen Ann Anderson in Trust, and Helen Ann Anderson**

As recommended by the Director of Property in a report dated October 29, 1990, the Committee agreed to recommend to Council as follows:

That an Offer to Purchase executed by Hilliard Clark Harnden, Helen Ann Anderson in Trust and Helen Ann Anderson on October 15, 1990 and scheduled for closing on or before January 8, 1991, for the purchase of a one (1) foot reserve along the easterly limit of Eaglewood Drive, be approved and completed.

**NOTE:** The subject property is a one (1) foot strip of land along the easterly limit of Eaglewood Drive, shown as Parts 8, 9, 10, 11, 12 and 13 on Plan 62R-11237, containing a total area of 18.4 square metres (198.06 square feet). The purchase price of \$1.00 is to be credited to Account No. CH4X501 00107 (Services through Unsubdivided Land).

**5.3 Sale of One Foot Reserve - Eaglewood Drive to 456941 Ontario Limited**

As recommended by the Director of Property in a report dated October 29, 1990, the Committee agreed to recommend to Council as follows:

That an Offer to Purchase executed by 456941 Ontario Limited (Paul Silvestro) on October 18, 1990 and scheduled for closing on or before January 8, 1991, for the purchase of a one (1) foot reserve along the easterly limit of Eaglewood Drive, be approved and completed.

**NOTE:** The subject property is a one (1) foot strip of land along the easterly limit of Eaglewood Drive, shown as Part 14 on Plan 62R-11237, containing a total area of .93 square metres (10 square feet). The purchase price of \$1.00 is to be credited to Account No. CH4X501 00107 (Services through Unsubdivided Land).

**6. DIRECTOR OF PUBLIC WORKS**

**6.1 Maintenance of Walkways**

After a brief discussion, the Committee forwarded to Council the recommendation in a report from the Director of Public Works dated October 29, 1990 as follows:

- (a) That a new activity, titled Maintenance of Walkways, Account No. 601 51401 be created by transferring \$28,950.00 from Roadside Manual Weeding Cutting Account No. 60150 51401 and \$4,550.00 from Water Delivery Account No. 60510 44042.
- (b) That the Keep Hamilton Clean Committee be requested to review the existing circumstances whereby several residents maintain the grass, collect the debris from the walkways in their neighbourhood, with the objective of encouraging and recognizing these residents to continue with these efforts.
- (c) That the Manager of Streets evolve a 3 year program to upgrade pathways and sidewalks so that all pathways/sidewalks are concrete and up to municipal standards.
- (d) That the Manager of Parks evolve a 3 year program to upgrade the barren and denuded areas beyond the pathways/sidewalks or arrange to spray treat the area to control the weeds.

11/13/90

**7. DIRECTOR OF TRAFFIC SERVICES****7.1 No. 70 Augusta Street - Application for Time Limit Exemption Permit**

As recommended by the Director of Traffic Services in a report dated October 16, 1990, the Committee recommended to Council as follows:

That to respond to the concerns of the 4 residents at 59, 63, 67 and 71 Janet Court backing onto the yard of the Sanitation Depot at 2418 Barton Street East and having to view the trucks, employees and employees' vehicles; that there be some visual screening between their back yards and the sanitation yard along the fence line by:

- (a) Reimbursing the residents at 59 Janet Court for meadow 4 foot extension to the wooden fence at an estimated cost of approximately \$2,000.00 to be charged to Account No. CH56103 61068 General Roadway Maintenance. It is understood by the residents and the City that although the City is participating by paying this extension to the fence that the fence and 100% of the maintenance responsibility rests with the resident.
- (b) Removing the existing chain link fence, supplying and installing steel beam guide rail and supplying and planting coniferous trees at 30 foot centres along the rear property line of the residences at 63, 67 and 71 Janet Court at an estimated cost of approximately \$6,500.00 to be charged to Account No. CH56103 60168 General Roadway Maintenance.

**8. PARKING REGULATIONS**

Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law No. 89-72 be amended as follows:

- 8.1 That the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on both sides of West 33rd Street between Bendamere Avenue and Leslie Avenue be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.
- 8.2
  - (i) That the two metered parking spaces on the east side of Mary Street immediately south of Wilson Street be removed; and
  - (ii) That a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., 7 days a week" regulation be implemented on the east side of Mary Street commencing at Wilson Street and extending to a point 76 feet southerly therefrom.
- 8.3 That the existing "Permit Parking" regulation on the east side of Ray Street South between Jackson Street West and Canada Street be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation.
- 8.4
  - (i) That parking be prohibited on the south side of the north leg of Burland Crescent from the east curb line of the west leg to a point 124 feet easterly therefrom; and
  - (ii) That parking be prohibited on the east side of the west leg of Burland Crescent from the south curb line of the north leg to a point 83 feet southerly therefrom.



- 8.5 That a "One Hour Parking Time Limit" regulation, be implemented on the south side of Delmar Drive between Cambria Court and Geneva Drive. :00 a.m. to 4:00 p.m., Monday to Friday"
- 8.6 (i) That the existing "Permit Parking" regulation on the north side of Princess Street between Earl Street and Sherman Avenue be shortened such that there is unrestricted parking from Sherman Avenue to a point 134 feet west; and
- (ii) That the maximum number of permits to be issued for the block be reduced from 20 to 18.
- 8.7 (i) That a "Permit Parking" regulation be implemented on the north side of Woodbine Crescent commencing at a point 398 feet west of York Boulevard and extending to a point 22 feet westerly therefrom; and
- (ii) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. P. above, 27 Woodbine Crescent.
- 8.8 That the existing parking prohibition on the west side of Northgate Drive commencing at the southerly limit and extending to a point 45 feet northerly therefrom, be removed.

## 9. INTERSECTION CONTROL

### 9.1 Randall Neighbourhood

As recommended by the Director of Traffic Services in a report dated October 22, 1990, the Committee forwarded the following recommendation to Council:

- (i) That westbound traffic on Ashbridge Court be required to stop for traffic on Rexford Drive; and
- (ii) That westbound traffic on Ashcroft Drive be required to stop for traffic on Rexford Drive; and
- (iii) That northbound traffic on Ashblecote Place be required to stop for traffic on Ashcroft Drive; and
- (iv) That northbound traffic on Alconbury Drive be required to stop for traffic on Ashcroft Drive/Attfield Place; and
- (v) That eastbound traffic on Ashbridge Court be required to stop for traffic on Alconbury Drive; and
- (vi) That eastbound traffic on Ashmore Court be required to stop for traffic on Alconbury Drive; and
- (vii) That eastbound traffic on Ashwood Drive be required to stop for traffic on Rexford Drive; and
- (viii) That southbound traffic on Alconbury Drive be required to stop for traffic on Rexford Drive.
- (ix) That the City Traffic By-law N 89-72 be amended accordingly.



11/13/90

9.2 **Sam Remo Drive and San Antonio Drive**

As recommended by the Director of Traffic Services a report dated October 22, 1990, the Committee recommended to Council as follows:

- (a) That a three-way stop control be implemented at the intersection of San Remo Drive and San Antonio Drive.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

9.3 **Hunter Street West and Poulette Street**

As recommended by the Director of Traffic Services a report dated October 17, 1990, the Committee recommended to Council as follows:

- (a) That a three-way stop control be implemented at the intersection of Hunter Street West and Poulette Street.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

10. **OTHER BUSINESS**10.1 **Council referral Back to the Transport and Environment Committee**

Alderman Agostino introduced Council's consideration and referral back of Section 3 of the TWELFTH Report of the Transport and Environment Committee.

The Committee was in receipt of a recommendation of the Director of Public Works dated November 2, 1990 and recommended to Council as follows:

That to respond to the concerns of the 4 residents at 59, 63, 67 and 71 Janet Court backing onto the yard of the Sanitation Depot at 2418 Barton Street East and having to view the trucks, employees' vehicles; that there be some visual screening between their backyards and the sanitation yard along the fence line by:

- (a) Reimbursing the residents at 59 Janet Court for the wooden fence at an estimated cost of approximately \$2,000.00 to be charged to Account No. CH56103 6106 General Roadway Maintenance. It is understood by the residents and the City that although the City is participating by paying this extension of the fence and 100% of the maintenance responsibility rests with the residents.
- (b) Removing the existing chain link fence and supplying and installing steel beam guide rail and supplying and planting cypresses at 30 foot centres along the rear property line of the residence at 63, 67 and 71 Janet Court at an estimated cost of approximately \$6,500.00 to be charged to Account No. CH56103 60168 General Roadway Maintenance.

11. **ADJOURNMENT**

There being no further business, the Committee then adjourned.

**Taken a 1 read and approved,**

**ALDERMAN V. J. AGRO, ACTING CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE**

**Tina Agnello, Secretary**





CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

2.

\*\*\*\*\*

TO: Miss T. Agnello, Secretary ✓  
Transport and Environment Committee

YOUR FILE:

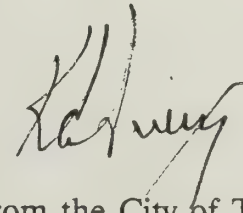
FROM: Mr. K. E. Avery  
City Clerk

OUR FILE:

PHONE: 546-4587

SUBJECT: LETTER FROM CITY OF TORONTO  
RE: THE IMPLEMENTATION AND  
ENFORCEMENT OF THE CFC  
(CHLOROFLUOROCARBON) BY-LAW

DATE: 1990 November 1



Attached please find a copy of a letter dated October 10, 1990 from the City of Toronto respecting the implementation and enforcement of the CFC (chlorofluorocarbon) By-law which City Council at its meeting held October 30, 1990 referred to the Transport and Environment Committee.

att.



CITY OF TORONTO

RECEIVED

OCT 15 1990

CITY CLERKS

Department of the City Clerk

City Hall, Toronto, Ontario, Canada M5H 2N2

Telephone 392-7026

Fax 392-6990

TDD 392-7354

Barbara Caplan / City Clerk

Sydney Baxter / Deputy City Clerk

Reply to: C. Dodds, 392-7031

Please refer to: 90exec22-31:4

October 10, 1990

TO: ALL ONTARIO MUNICIPALITIES  
WITH A POPULATION OVER 50,000

City Council at its meeting held on October 1 and 2, 1990, gave consideration to the attached Clause 31 contained in Report No. 22 of the Executive Committee, entitled "Implementation and Enforcement of the CFC (Chlorofluorocarbon) By-law No. 30-89".

During consideration of this Clause, Council also had before it a report (September 27, 1990) from the City Solicitor.

Council adopted the following recommendations:

1. That By-law No. 230-89, as amended, be repealed and replaced with the draft by-law attached to the report (September 27, 1990) from the City Solicitor, that such draft by-law be approved, and authority be granted for the introduction of the necessary Bill in Council to implement the draft by-law, and further that City Council approve the establishment, by the Medical Officer of Health, of temporary personnel positions to implement and enforce the by-law, as described in the joint report (September 12, 1990) from the Medical Officer of Health and the City Solicitor.
2. That the City Solicitor be authorized to continue to seek special legislation from the Province by way of amendment of the City of Toronto Act, substantially in the form of draft legislation proposed on February 9, 1989, with the exception that Section 1 be amended in accordance with this report (Section 3.3).

October 3, 1990

3. That the joint report (September 12, 1990) from the City Solicitor and the Medical Officer of Health be disseminated to all Ontario municipalities with populations greater than 50,000 people.
4. That the Medical Officer of Health and the Executive Director, Management Services Department, report to Executive Committee with a detailed strategy and budget requirements to give effect to the implementation and enforcement of the amended by-law as soon as possible.
5. That the City Solicitor, in consultation with Councillor O'Donohue and the Medical Officer of Health, report further on including in the by-law, 'methylchloroform' and 'methyltetrachloride'.

Yours truly,

  
City Clerk

IR/bb  
IR

Encl.

c.c. Medical Officer of Health  
City Solicitor  
Executive Director of Management Services  
Budget Review Group  
Councillor O'Donohue



CITY OF TORONTO  
DEPARTMENT OF THE  
CITY CLERK

CLAUSE EMBODIED IN REPORT NO. 22 OF THE  
EXECUTIVE COMMITTEE WHICH WAS AMENDED AND  
ADOPTED BY CITY COUNCIL AT ITS MEETING  
HELD ON OCTOBER 1 & 2, 1990

31

**IMPLEMENTATION AND ENFORCEMENT OF THE CFC  
(CHLOROFLUOROCARBON) BY-LAW NO. 30-89**

**The Executive Committee recommends that:**

1. the CFC By-law (No. 230-89) be amended substantially in the form set out in Appendix B of the joint report (September 12, 1990) from the City Solicitor and the Medical Officer of Health and authority be granted for the introduction of the necessary bill in Council to give effect thereto, subject to approval by City Council for the Medical Officer of Health to establish temporary positions to implement and enforce the by-law.
2. the City Solicitor be authorized to continue to seek special legislation from the Province by way of amendment of the City of Toronto Act, substantially in the form of draft legislation proposed on February 9, 1989, with the exception that Section 1 be amended in accordance with this report (Section 3.3).
3. the joint report (September 12, 1990) from the City Solicitor and the Medical Officer of Health be disseminated to all Ontario municipalities with populations greater than 50,000 people.
4. the Medical Officer of Health and the Executive Director, Management Services Department, report to Executive Committee with a detailed strategy and budget requirements to give effect to the implementation and enforcement of the amended by-law as soon as possible.

*The Executive Committee advises that it has requested the City Solicitor to report directly to City Council on October 1, 1990, on the final form of the by-law.*

*The Executive Committee further advises that it has requested the Budget Review Group to report to a subsequent meeting of the Executive Committee on the financial implications of the proposed by-law.*

**The Executive Committee submits the joint report (September 12, 1990) from the Medical Officer of Health and the City Solicitor:**

Origin: Medical Officer of Health and City Solicitor, August 18, 1988, (c34exec90065:632)

Recommendations

1. That the CFC By-law No. 230-89 be amended as proposed in Appendix B of this report and authority be granted for the introduction of the necessary by-law in City Council to give effect thereto, subject to approval by City Council for the Medical Officer of Health to establish temporary positions to implement and enforce the by-law.
2. That the City Solicitor be authorized to continue to seek special legislation from the Province by way of amendment of the City of Toronto Act, substantially in the form of draft legislation proposed on February 9, 1989, with the exception that Section 1 be amended in accordance with this report (Section 3.3).

3. That this report be disseminated to all Ontario municipalities with populations greater than 50,000 people.
4. That the Medical Officer of Health and the Executive Director, Management Services Department, report to Executive Committee with a detailed strategy and budget requirements to give effect to the implementation and enforcement of the amended by-law as soon as possible.

#### Summary:

The City CFC (Chlorofluorocarbon) By-law (No. 230-89) was passed by Council on April 9, 1989, and amended, with respect to the dates of its coming into force, on June 29, 1989. A detailed program plan for its implementation and enforcement, submitted to the Executive Committee (May 2, 1989) by the Medical Officer of Health and the Executive Director, Management Services Department, was approved by the Budget Review Group at its meeting of July 11, 1989, and forwarded to the Executive Committee. At its meeting of August 8, 1989, the Executive Committee put the program plan on hold for one month. Executive Committee then requested that the Medical Officer of Health consult with the City Solicitor, the Ontario Ministry of the Environment and Environment Canada regarding provincial and federal regulatory initiatives that would supersede sections of the City By-law.

The report provides an update on activities by other jurisdictions regarding the control of CFCs. In addition, an amended by-law and program plan are presented, in which the initiatives and areas of responsibility of the provincial and federal governments jurisdictions are more closely integrated with those of the City.

### City of Toronto Department of Public Health

#### Proposed Amendments to the City CFC By-Law No. 230-89 September 2, 1990

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#### 1.0 Background

##### 1.1 The Development of the Current By-Law

The current City of Toronto CFC By-law (see Appendix A) was passed by City Council on April 6, 1989, and is intended to significantly reduce CFC and halon emissions in the City. The By-law includes: prohibitions on the manufacturing of products or equipment that emit or could emit CFCs or halons to the atmosphere; restrictions on the method of disposal of such products or equipment; prohibitions on the venting of CFCs or halons to the atmosphere during the repair or testing of equipment; prohibitions on the sale of various products that release CFCs during manufacturing processes; and the requirement for all companies handling these chemicals as part of their business activity to register with and provide specific information to the Medical Officer of Health on the types and quantities of CFCs used.

The concept behind the by-law originated with a motion of City Council on August 18, 1988. Council referred the motion at that time to the City Solicitor and the Medical Officer of Health for report to the Executive Committee. The Executive Committee considered the motion along with submissions by the City Solicitor and the Medical Officer of Health at its meeting of August 31, 1988. The subsequent Executive Committee Report No. 32, Clause 66 contained nine recommendations concerning the manufacture, sale, distribution and use of chlorofluorocarbons and halons in the City of Toronto. Included in these recommendations were the original recommendations of City Council's motion, as well as the recommendation that the Medical Officer of Health report to The Board of Health on the options for a CFC reduction strategy for the City, and a recommendation that the City Solicitor be authorized to draft and seek special legislation to strengthen and extend Council's authority for the passage of CFC by-laws. This clause was adopted by City Council at its meeting of September 6 and 9, 1988. Subsequently, the Medical Officer of Health submitted a "CFC Reduction Strategy for the City of Toronto" to the Board of Health for consideration at its meeting of November 24, 1988. This report was sent to Council with the recommendation that it be adopted. The City Solicitor submitted a draft by-law to the Executive Committee for consideration at its meeting of December 13, 1988. At that meeting, the Executive Committee adopted both the CFC Reduction Strategy and the new by-law.

On January 11, 1989, the Board of Health heard a number of deputations with respect to the proposed CFC reduction strategy. The Board then directed the City Solicitor to amend the draft by-law and the Medical Officer of Health to report on the elements of a program necessary to implement and enforce the by-law. A joint report to the Board of Health by the City Solicitor and the Medical



Officer of Health in February of 1989 recommended amendments to the draft by-law and suggested elements of a program for its implementation and enforcement. This report, along with a number of other deputations, was considered by the Board of Health on February 22, 1989. The recommendations of the Board of Health were passed to Executive Committee, whose members then requested more detailed program and budget information. The by-law was passed by Council on April 9, 1989, and a subsequent report (May 2, 1989) to Executive Committee from the Medical Officer of Health and the Executive Director, Management Services, provided a more detailed Program plan and budget for review by Executive Committee and Budget Review Group.

At the City Council meeting of June 29, 1989, the by-law was amended by setting the implementation dates for each of the clauses back by four to six months (see Appendix A). Other than amending the implementation schedule, no substantive changes were made to the text of the by-law. The implementation and enforcement program plan budget, with a reduction for 1989 due to delayed implementation, was approved by Budget Review Group at its meeting of July 11, 1989, and passed to Executive Committee. At its meeting of August 8, 1989, the Executive Committee requested that the Medical Officer of Health consult with the City Solicitor, the Ontario Ministry of the Environment and Environment Canada regarding provincial and federal regulatory initiatives that would supersede sections of the City by-law. This consultation has experienced a number of frustrating delays but a clearer picture of the emerging regulatory framework has been the result.

### 1.2 The Original Implementation and Enforcement Plan for the Current By-Law

The original Program Plan submitted to the Executive Committee called for the creation of a CFC team of four temporary employees operating as part of the Environmental Protection Office, Department of Public Health. The staff of the team would include a Hazardous Waste Minimization Coordinator, a Research Assistant, a Hazardous Waste Officer, and a Central Resources Clerk. Additional space would be rented. New equipment would be purchased, including furniture and computer equipment, for one-time-only expenses of \$12,217. The total annual cost of the program was estimated at \$270,000. It was expected that the funding would be required for three years only, after which a reduced program would be integrated into Environmental Health and Inspection Services of the Department of Public Health.

### 1.3 Influence of the City CFC By-Law on Other Jurisdictions

The City CFC By-law has been partly responsible for stimulating action on the CFC issue in other jurisdictions. In February of 1989, prior to the passing of the by-law by Council, but after the City CFC reduction strategy and draft by-law had been made public, both the Ontario Minister of the Environment and the Federal Minister of the Environment announced CFC control initiatives (see Section 2.0). The areas of CFC use to be controlled by the Provincial and Federal initiatives overlap to some degree with the areas covered by the City by-law. Consequently, questions were raised at the various City committees reviewing the by-law and its implementation plan as to the redundancy of the by-law with respect to the newly announced provincial and federal initiatives.

The City by-law resulted in considerable activity in other Canadian municipalities to initiate similar local CFC by-laws. It has been argued that the result has been a "patchwork quilt" of CFC regulation across Canada wherein each jurisdiction has established different CFC legislation. To respond to this problem, the Federal Government formed in September of 1989 the Ad Hoc Working Group of the Federal-Provincial Canadian Environmental Protection Act Advisory Committee, to harmonize CFC-control regulations at the various levels of government in Canada. A staff member of the City of Toronto's Environmental Protection Office was invited to join that working group and currently sits on the committee.

The remainder of this report summarizes the initiatives at higher levels of government, presents a proposed set of amendments to the City's current CFC By-law to complement these initiatives and the work of the Ad Hoc Group, and introduce a program of implementation and enforcement for the amended by-law that is reduced in scope and cost from the one originally proposed.

## 2.0 Review of CFC Control Initiatives in Other Jurisdictions

## 2.1 Ontario

The Ontario Legislature passed Bill 218, "An Act to Amend the Environmental Protection Act", effective June 20, 1989. Under this Bill, Part V of the Environmental Protection Act (EPA) was amended to include a number of sections dealing with ozone depleting substances, including a section enabling the creation of regulations to control these substances. The regulations under the Ontario EPA are intended to phase out the use of CFCs in most areas over a number of years (see Appendix C). Aerosols and rigid foam packaging made with CFCs are already prohibited under Regulation 394/89, promulgated June 30, 1989. However, sell-through periods of three and six months respectively were built into the regulation, along with a list of exempted aerosol uses.

On May 3, 1990, the Minister announced a second set of initiatives to cut in half Ontario's consumption of CFCs and to facilitate CFC recycling. Consumption is to be reduced by a phased reduction of CFCs in rigid foam insulation, ending in a complete ban by December 31, 1993. Insulation in appliances, water heaters, refrigerated vehicles and rail cars will be exempt until substitutes are developed. Further reductions will arise from the immediate ban of home refrigerator/auto air conditioner repair kits and from the removal of the exemption for CFCs as aerosol propellants for certain drugs and medicines.

Recycling will be facilitated by a requirement for the capture and recycling of CFCs during the maintenance and servicing of automobile air conditioners, truck and rail car refrigeration units as of July 1, 1991. A recycling infrastructure will be further facilitated by exempting CFCs from many of the province's manifest requirements under Regulation 309 of the EPA.

The Ministry of the Environment has not yet released regulations or regulatory amendments to support these initiatives. These are expected during the month of September (OMOE, 1990).

## 2.2 Canada

The Federal Minister of the Environment has announced his government's intention to eliminate the use of designated CFCs with high ozone depletion potential in Canada by 1997 (Environment Canada, 1990a). Regulations under the Canadian Environmental Protection Act (CEPA) limiting future production (including imports) of CFCs to 50 percent of 1986 levels are already in place. It is anticipated that these will be amended in the next year or two to achieve the stated goal of 100 percent elimination (Environment Canada, 1990b).

In addition, regulations have been made public (Supply and Services Canada, 1989) that set a timetable for the prohibition of a number of products that contain ozone depleting substances, and that prohibit the production and set limits on the importation of halons.

The new regulations are part of a long-term schedule by the Federal Government for the phasing out of CFCs and halons (see Appendix D). With respect to specific CFC uses, the new regulations prohibit:

1. The manufacturing, import or sales of aerosols and other small, non-essential products containing pressurized CFCs, with a three-year delay for certain important commercial uses, and a complete exemption for medical uses;
2. The manufacture, import, or sale of food packaging materials or containers in the production of which CFCs were used as foaming agents;
3. The manufacture, import or sale of hand-held halon or CFC-containing fire extinguishers, with the exception of their use for fire prevention on military tactical service vehicles and large airplanes.

Regulations regarding numbers 1 and 2 above are expected to be promulgated by late Autumn 1990, while a draft regulation on hand-held fire extinguishers is expected to be made public later this year. In addition, discussions between the Federal Government and industry are on-going with respect to the future phasing out of rigid foams, packaging for non-food uses, flexible foams, refrigerants, solvents, and other uses of CFCs (see Appendix D).



### 2.3 Overlap of Federal, Provincial and Municipal Initiatives

Table 2.1 compares the Sections of the City of Toronto CFC By-law, the Ontario Ministry of the Environment schedule to regulate under the EPA, and the Federal Government schedule to regulate under the CEPA. The types of initiatives can be classified into six main groups: database development, production controls, manufacturing/sales prohibitions or restrictions, emission controls, disposal, recovery and recycling initiatives, and long-term substitution requirements.

Database development is assisted by legislation at all three levels of government, but the criteria are different at each level. The federal government, under CEPA, collects information on the producers, importers and exporters, and major users of CFCs. This effort has been proceeding since 1987 (Environment Canada, 1990b).

The provincial government collects information under Regulation 309 of the EPA on those firms that generate CFC 11 and CFC 113 as part of the servicing of commercial coolers, freezers, and air conditioning units, and firms that subsequently transport these CFCs to recovery facilities. Unfortunately, regulatory requirements under Regulation 309 currently make the transportation of recycled CFCs a cumbersome administrative exercise. In an effort to facilitate CFC recovery and recycling, the OMOE is expected to streamline the requirements of this regulation as they relate to CFCs to reduce the paperwork burden on many individuals and companies who handle them. When these amendments are in place, it is anticipated that more information on CFC movements and quantities will become available and a complete CFC database will be set-up (OMOE, 1990). With regard to our own jurisdiction, the City's existing CFC By-law requires registration with the Medical Officer of Health by all firms that handle or use CFCs or halons in the course of their business activity.

The control of production, including importing and exporting, is clearly in the federal jurisdiction, and was never included in provincial initiatives or in the City by-law. Manufacture is prohibited in the current City By-law to the extent that alternatives to CFCs exist. However, it would appear that the federal government, by way of regulation, investigation and consultation with industry, will ensure that the manufacture of a product will be prohibited within a reasonable time period following the approval of any feasible alternative.

More significant overlaps do occur in the areas of sales prohibitions and emission controls. The principal areas of overlap are in aerosols, foam insulation, and packaging bans. In the case of aerosols and foam packaging, the Province's regulations have preceded the City's By-law, and the federal regulations are also expected to do so. The Provincial regulations on foam insulation proposes a phase out by 1993, three years later than the implementation date set by the City By-law. This provincial phase-out timetable has been developed in consultation with industry representatives. Although the City of Toronto may have preferred to see an earlier implementation date for provincial action, it appears that the delays are due largely to technical considerations, and not to political or bureaucratic inaction. It is therefore unlikely that the City could have accelerated the process substantially. Federal regulations in this area have not yet been announced, but are expected to permit industry more time to comply than do the proposed provincial regulations.

In contrast to the areas of overlap identified above, emission control, recovery and recycling of refrigerants from commercial, institutional or domestic air conditioning and refrigeration systems are regulated by the City by-law alone. The OMCE has proposed regulations directed at mobile air conditioners and refrigerators for automobiles, trucks and rail cars, but has not yet announced any regulatory action directed at stationary commercial, institutional or domestic units.

In place of regulation, the Ministry has consulted extensively with industry representatives in an effort to encourage and accelerate the development of a recycling infrastructure. These discussions have resulted in the proposed amendments to Regulation 309 and a preliminary strategy for the set-up of an infrastructure operated by the private sector. There are no immediate plans to require service technicians to feed into the system. Instead, the OMOE is hoping that industry pressure, along with the availability of a convenient and accessible recycling infrastructure, will provide sufficient incentive to recycle voluntarily. However, Ministry officials have indicated that regulation will be considered in the future if recycling does not occur at a satisfactory level (OMOE, 1990).



With regard to the question of disposal, once again there appears to be no overlap between the City's by-law and either provincial or federal initiatives. The Department of Public Works (DPW) is currently in the middle of a trial program for the recovery of refrigerant from discarded household refrigerators and freezers. According to the DPW's progress report, the refrigerant had escaped from almost 99 percent of the discarded appliances prior to their return to the collection depot. A further update is expected in September. In addition, the OMOE has been in contact with the DPW and is proposing a second pilot project that would attempt to determine when these refrigerants are actually released (OMOE, 1990).

In summary, Table 2.1 clearly illustrates two areas where the CFC By-law does not overlap with the initiatives from the higher levels of government. Sections 4 and 5 of the City CFC By-law (see Appendix A), dealing with methods of disposal of equipment containing CFCs and the recovery of those CFCs, and Section 6, dealing with the prohibition against the venting to the air of CFCs from any equipment containing coolants during servicing, are not paralleled in the federal or provincial regulations.

### 3.0 Implications for the CFC By-law of the Provincial and Federal Initiatives

Given the breadth and nature of the regulations being developed at the provincial and federal levels, as well as the work on harmonization being conducted across three levels of government, the City CFC By-law as it currently exists may no longer be appropriate. As indicated above, some of the Sections duplicate current or forthcoming provincial and federal regulations.

Conversely, the Ad Hoc Working Group of the Federal-Provincial Canadian Environmental Protection Act Advisory Committee has identified certain areas which the members feel are most appropriate for municipal initiatives. These include: the recovery and recycling of CFCs from equipment such as refrigeration equipment destined for disposal; the monitoring and enforcement of recovery and recycling of CFCs by commercial users of such equipment; and the establishment of recovery and recycling requirements under various permitting programs at the municipal level.

It is, therefore, recommended that the existing CFC By-law be amended to eliminate areas of duplication. A detailed rationale for each proposed amendment is provided in Section 3.1. and summarized at the end of the section. The proposed amended by-law is attached as Appendix B. The current CFC By-law is attached as Appendix A for reference.

### 3.1 Proposal and Rationale for an Amended By-law

What follows is a discussion of each section of the current by-law, providing a rationale for each recommended amendment.

#### Section 1: (to be retained with amendments)

"1. In this By-law,

(a) "City" means the City of Toronto;

(b) "Chlorofluorocarbons" means one or more of the following substances:

Trichlorofluoromethane	(CC13F)	known as CFC 11
Dichlorodifluoromethane	(CC12F2)	known as CFC 12
Trichlorotrifluoroethane	(C2C13F3)	known as CFC 113
Dichlorotetrafluoroethane	(C2F4C12)	known as CFC 114
Chloropentafluoroethane	(C2F5C1)	known as CFC 115

(c) "dispose" means to dispose for the purpose of garbage, refuse, or for destruction, and not for re-use;

(d) "halons" means one or more of the following substances:

difluorobromochloromethane	F2BrCl)	known as halon 1211
trifluorobromomethane	F3Br)	known as halon 1301
tetrafluorodibromoethane	(C2F4Br2)	known as halon 2402

- (e) "sell" means to offer for sale, expose for sale, have in possession for sale and distribution, whether or not the sale or distribution is made for consideration."

This Section defines terms, and the sub-Section (e), which deals with the definition of the term "sell". Since the proposed amendments include the deletion of all Sections pertaining to sales, this definition is not required.

#### Section 2: (to be deleted)

- "2. No person in the City shall manufacture any product or equipment which contains and emits or could emit chlorofluorocarbons or halons or both into the atmosphere, unless
- (1) there is, at the time of manufacture, no alternative to the use of the chlorofluorocarbons or halons, and there exists in connection with such manufacture, a properly operating recovery system for the chlorofluorocarbons or halons; and
  - (2) an audit for chlorofluorocarbons and halons has been conducted in accordance with Section II."

As many of the products covered by this Section are also covered by current or upcoming provincial and federal regulations, and as the manufacture and import (and thus the availability) of the controlled CFCs will be phased out by 1997 by the federal regulations now under development, this Section should be deleted from the amended by-law. This amendment will also be in the spirit of cooperation with the harmonization efforts of the Ad Hoc Working Group.

#### Section 3: (to be deleted)

- "3. No person in the City shall manufacture products or equipment containing chlorofluorocarbons or halons that can be drained or recovered from the product or equipment unless the product or equipment is equipped or designed so as to permit the proper installation or use for its intended purpose without leakage of the chlorofluorocarbons or halons."

As with Section 2, and for the same reasons, this Section should be deleted from the amended version.

#### Section 4: (to be retained unamended)

- "4. Every person in the City who disposes of any product or equipment that contains chlorofluorocarbons or halons in a form which can be drained or recovered from the product or equipment shall only dispose of such product or equipment
- (1) by delivering such product or equipment to a recovery site established by the City or authorized by the Council of the City;
  - (2) by delivering such item for municipal garbage disposal in accordance with garbage recovery systems established by the City; or
  - (3) by ensuring that prior to disposal, the chlorofluorocarbons and halons contained therein are drained and recovered from the product or equipment and thereafter transported intact to a recovery site established or authorized by the City."

This Section deals with the proper disposal of products or equipment containing CFCs. Traditionally, the responsibility for municipal solid waste disposal is that of municipal and/or regional governments, and Table 2.1 shows that neither of the two higher levels of government have indicated their intention to regulate in this area. Accordingly, this area of CFC control has been identified by the Ad Hoc Working Group as being appropriate for municipal jurisdiction. This Section should remain in the amended by-law as Section 2.



Section 5: (to be retained with amendments)

"5. Notwithstanding Section 4, no person in the City shall dispose or permit the disposal of any vehicular air conditioning unit containing chlorofluorocarbons unless the chlorofluorocarbons are removed prior to such disposal."

This Section should remain in the amended by-law as Section 3 for the same reasons as indicated above, with the addition of the words "and recovered" after the word "removed" to ensure that refrigerant is not removed and released.

Section 6: (to be retained unamended)

"6. No person in the City shall service or repair or permit the servicing or repair of any air conditioner, air conditioning equipment or system including any vehicular air conditioning system, chiller, refrigerator, freezer, refrigerating or cooling equipment or system, unless such person ensures that any coolant containing chlorofluorocarbons is not vented to the atmosphere during the servicing or repair process."

This Section deals with CFC emission controls during the servicing of equipment containing coolants. While emission controls to the atmosphere are often a provincial responsibility, the large number and small average size of the establishments to which this particular control measure applies would suggest that the municipality is an appropriate jurisdiction for regulation and enforcement. Again, Table 2.1 reveals that neither the provincial nor the federal governments have indicated their intention to regulate emissions of CFCs from establishments servicing cooling and refrigeration units of various kinds. Thus, this Section should remain unchanged as Section 4 in the amended version of the CFC By-law.

Section 7: (to be deleted)

"7. No person in the City shall sell or install any rigid foam material for building insulation that contains chlorofluorocarbons or with respect to which chlorofluorocarbons are used as a blowing agent during the manufacturing process."

The control measures covered by this Section are expected to be adequately covered by provincial regulations that are expected in September 1990 (see Table 2.1). Although the phase-out date is three years behind the OMOE's originally announced schedule, the reasons for the delay appear to be technical in nature and would not likely be solved by a municipal presence. Therefore, this Section should be deleted from the amended by-law.

Section 8: (to be deleted)

"8. No person in the City shall manufacture or sell any aerosol container that uses chlorofluorocarbons as a propellant, except aerosol containers of products used for medical purposes."

The control measures covered by this Section are adequately covered by federal and provincial regulations (see Table 2.1). Therefore, this Section should be deleted from the amended by-law.

Section 9: (to be retained unamended)

"9. No person in the City shall test or service any fire extinguisher or fire extinguisher system if such test or servicing causes or could cause the release of halons in the atmosphere."

Table 2.1 indicates that the proposed provincial regulations will cover the problem of halons vented into the atmosphere during testing. However, the provincial regulation is not scheduled until the end of 1992. Other initiatives in this area (see Appendices C and D) include a proposed provincial regulation requiring the recapture and recycling of halons from fire extinguishers destined for disposal, and a proposed federal regulation to ban the sale of hand-held fire extinguishers some time during 1991. It has been estimated that 20 percent of the annual production of halons is emitted to the atmosphere as a result of testing, servicing, or accidental release. By contrast, only ten percent is emitted as a result of actual use in extinguishing fires (UNEP, 1989).



The emissions due to testing, particularly those due to the testing of total flooding fire suppression systems, can be prevented through the use of proven alternative testing procedures (National Fire Protection Research Foundation, 1989; UNEP, 1989; Shanahan, 1989). Because no other jurisdiction has expressed an intention to regulate these emissions in the next two years, a large volume of halons may be needlessly vented to the atmosphere from establishments in the City of Toronto over that period if this Section is deleted from the by-law. Accordingly, it should remain in the amended by-law as Section 5.

**Section 10: (to be deleted)**

"10. No person in the City shall manufacture, distribute or sell any plastic foam material or any other product or material containing chlorofluorocarbons or for which chlorofluorocarbons have been used as a blowing agent during the manufacturing process, for the purpose of packaging, wrapping or containing edible or non-edible products."

This Section should be deleted from the amended by-law for the reasons indicated for Section 8.

**Section 11: (to be deleted)**

"11. Every employer in the City where the business activity includes the handling and use of chlorofluorocarbons or halons in furtherance of the business activity, shall

- (1) within seven months after the passing of this by-law, register a notice with the Medical Officer of Health identifying the quantity, types and use of chlorofluorocarbons and halons in the business activity;
- (2) within eighteen months after the passing of this by-law, conduct and submit an audit to the Medical Officer of Health which sets out a material balance of the chlorofluorocarbons and halons used in the business activity, and identifies the methods used for recovery and reclamation of the chlorofluorocarbons and halons; and
- (3) if such business activity is commenced after the eighteen month period referred to in sub-section (2), register the notice required by sub-section (1) and submit the audit required by sub-section (2) to the Medical Officer of Health at the time of commencing operation of the business activity."

Information on the major users of CFCs is collected by the federal government under the authority of the Canadian Environmental Protection Act (see Part 2.3). In addition, companies servicing commercial coolers, freezers, and air conditioning units and transporting the contaminated coolants for recycling must register as generators of a hazardous waste under the Ontario Environmental Protection Act's Regulation 309. The remaining users or handlers are, for the most part, subject to the control, recovery and disposal Sections of the amended City CFC By-law (Sections 4,5 and 6 of existing by-law).

The City employee responsible for enforcing the by-law would, under the proposed revised implementation and enforcement plan (see Section 4.1), also be responsible for identifying and monitoring CFC users on an on-going basis. As these companies (service stations, refrigeration repair services, etc.) are fairly easily identified for the purpose of education programs and inspections, it is not necessary to retain the registration requirement in the amended by-law. Dropping this requirement would have the added benefit of sparing a number of firms the necessity of registration with more than one level of government. Thus, it is proposed that this Section not be included in the amended by-law.

**Section 12: (to be retained with amendments)**

"12. This by-law shall come into force as follows:

- (1) Sections 1 and 9 shall come into force seven months after the date of passing of the by-law;
- (2) Sections 2, 3, 7, 8 and 10 shall come into force eighteen months after the date of passing of the by-law; and

- (3) Sections 4, 5, and 6 shall come into force twenty-four months after the date of passing of the by-law."

An amended version of this Section must be included in the new by-law, as it deals with the date on which the various Sections come into force. In order to provide sufficient time to prepare for implementation, education and enforcement, a period of four months should be set aside between the hiring of an inspector and the by-law coming into force. Consequently, Section 12 should be included in the amended by-law as Section 6, to read as follows:

"6. This by-law shall come into force on April 6, 1991."

Section 13: (to be retained with amendment)

"13. Any person who contravenes any provision of this by-law is guilty of an offence."

As this Section deals with non-compliance, it should remain in the amended by-law. The changes to be made reflect the other changes in the by-law and recent amendments to the Municipal Act and the Provincial Offences Act under which the maximum fine is now \$5,000.

In summary this report recommends that the existing CFC By-law be amended as follows:

1. Delete Sections 1(e), 2 and 3, dealing with general manufacturing and sales definitions and prohibitions;
2. Insert after "unless the chlorofluorocarbons are removed" in Section 5 the words "and recovered";
3. Delete Sections 7, 8, and 10 dealing with specific product bans; 4. Delete Section 11, dealing with registration and audit requirements;
4. Delete Section 12 and substitute the following:  
"This by-law shall come into force on April 6, 1991."
5. Amend Section 13 to update it with the current provisions of the Municipal Act and Provincial Offences Act.

The amendments outlined above would result in the retention of:

1. Sections 1 and 12 (in slightly modified form), dealing with definitions and dates of coming into force;
2. Sections 4 and 5, dealing with the disposal of products and equipment containing CFCs and the recovery of the CFCs;
3. Sections 6 and 9, dealing with the prohibition of CFC emissions to the atmosphere during the servicing of equipment or the testing of fire extinguishers;
4. Section 13, dealing with offences.

### 3.2 Enabling Legislation for the City By-Law

The City Solicitor advises that the authority for the by-law would be section 104 of the Municipal Act but that since such authority is not free from doubt then the City should seek special legislation, but that it would be appropriate to amend Section 1 of the Draft Legislation previously before Council to read as follows:

"1. The Council of the Corporation may pass by-laws for regulating the disposal of chlorofluorocarbons and halons, and the testing, servicing and repair of products, material and equipment containing or manufactured using chlorofluorocarbons or halons."

### 4.0 Implementation and Enforcement Plan



The Medical Officer of Health and the Executive Director, Management Services Department should be directed to report to Executive Committee with a detailed implementation and enforcement plan including budget requirements to give effect to the implementation and enforcement of the amended by-law as soon as possible. A brief description of the staffing requirements and timing of this implementation plan is given in the following section.

#### 4.1 Staffing Requirements and Timing

It is proposed that the implementation and enforcement of the amended by-law be the responsibility of one Public Health Inspector (PHI) working on secondment as part of a two-year pilot program. It is also proposed that the new temporary position be created in Environmental Health Services, Eastern Health Area. Although the position would be based in the Environmental Services Office of the Eastern Health Area, and would report directly to the Manager of that office, the area of responsibility with respect to the duties of implementation and enforcement would be the entire City of Toronto.

It is further proposed that the pilot program be commenced on December 1, 1990, four months in advance of the coming into force (April 6, 1991) of the amended by-law, and that the need for continuation of the program be evaluated in the six months prior to its termination on November 30, 1992. It should be noted that the length of time that the program would be in operation after the coming into force of the by-law would be 20 months.

#### References

1. Environment Canada. 1990a. (Press Release) Ottawa. June 20, 1989.
2. Environment Canada. 1990b. Tim Leah, Commercial Chemicals Branch, Personal Communication, August 29, 1990.
3. National Fire Protection Research Foundation. Enclosure Integrity Procedure for Halon 1301 Total Flooding Fire Suppression Systems. Casey Grant, Ed. January 10, 1989.
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8. Supply and Services Canada. Canada Gazette. Part I. Vol. 123, No. 46. November 18, 1989. pp. 5034-5059.
9. United Nations Environment Program (UNEP). Montreal Protocol Assessment Technology Review: Final Report of the Halons - Technical Option Committee. August 11, 1989.

#### Appendix A

##### Existing By-law

##### City of Toronto CFC By-law

##### No. 230-89 A By-law

To prohibit and regulate the manufacture, use, distribution, recovery and disposal of certain products, material, and equipment containing or manufactured with chlorofluorocarbons and halons.



(Passed April 6, 1989.)

Whereas the Council of the City is of the opinion that the destruction of the ozone layer of the earth's atmosphere is caused in part by the action of ultra-violet rays on certain synthetic chemicals known as chlorofluorocarbons and halons;

And whereas the depletion of the ozone layer will allow excess ultra-violet rays to reach the earth's surface, which may cause serious irreparable damage to all living tissues;

And whereas such chemicals are found in various manufactured products, material and equipment including such items as certain refrigerators, air-conditioning and cooling systems, rigid foam insulation, certain flexible foam materials, cleaning solutions and packaging for food and other matter;

Therefore the Council of the Corporation of the City of Toronto enact as follows:

1. In this By-law,

(a) "City" means the City of Toronto;

(b) "Chlorofluorocarbons" means one or more of the following substances:

Trichlorofluoromethane	(CC13F)	known as CFC 11
Dichlorodifluoromethane	(CC12F2)	known as CFC 12
Trichlorotrifluoroethane	(C2C13F3)	known as CFC 113
Dichlorotetrafluoroethane	(C2F4C12)	known as CFC 114
Chloropentafluoroethane	(C2F5C1)	known as CFC 115

(c) "dispose" means to dispose for the purpose of garbage, refuse, or for destruction, and not for re-use;

(d) "halons" means one or more of the following substances:

difluorobromochloromethane	(CF2BrCl)	known as halon 1211
trifluorobromomethane	(CF3Br)	known as halon 1301
tetrafluorodibromoethane	(C2F4Br2)	known as halon 2402

(e) "sell" means to offer for sale, expose for sale, have in possession for sale and distribution, whether or not the sale or distribution is made for consideration.

2. No person in the City shall manufacture any product or equipment which contains and emits or could emit chlorofluorocarbons or halons or both into the atmosphere, unless

(1) there is, at the time of manufacture, no alternative to the use of the chlorofluorocarbons or halons, and there exists in connection with such manufacture, a properly operating recovery system for the chlorofluorocarbons or halons; and

(2) an audit for chlorofluorocarbons and halons has been conducted in accordance with Section II.

3. No person in the City shall manufacture products or equipment containing chlorofluorocarbons or halons that can be drained or recovered from the product or equipment unless the product or equipment is equipped or designed so as to permit the proper installation or use for its intended purpose without leakage of the chlorofluorocarbons or halons.

4. Every person in the City who disposes of any product or equipment that contains chlorofluorocarbons or halons in a form which can be drained or recovered from the product or equipment shall only dispose of such product or equipment

(1) by delivering such product or equipment to a recovery site established by the City or authorized by the Council of the City;

(2) by delivering such items for municipal garbage disposal in accordance with garbage recovery systems established by the City; or

- (3) by ensuring that prior to disposal, the chlorofluorocarbons and halons contained therein are drained and recovered from the product or equipment and thereafter transported intact to a recovery site established or authorized by the City.
5. Notwithstanding Section 4, no person in the City shall dispose or permit the disposal of any vehicular air conditioning unit containing chlorofluorocarbons unless the chlorofluorocarbons are removed prior to such disposal.
6. No person in the City shall service or repair or permit the servicing or repair of any air conditioner, air conditioning equipment or system including any vehicular air conditioning system, chiller, refrigerator, freezer, refrigerating or cooling equipment or system, unless such person ensures that any coolant containing chlorofluorocarbons is not vented to the atmosphere during the servicing or repair process.
7. No person in the City shall sell or install any rigid foam material for building insulation that contains chlorofluorocarbons or with respect to which chlorofluorocarbons are used as a blowing agent during the manufacturing process.
8. No person in the City shall manufacture or sell any aerosol container that uses chlorofluorocarbons as a propellant, except aerosol containers of products used for medical purposes.
9. No person in the City shall test or service any fire extinguisher or fire extinguisher system if such test or servicing causes or could cause the release of halons in the atmosphere.
10. No person in the City shall manufacture, distribute or sell any plastic foam material or any other product or material containing chlorofluorocarbons or for which chlorofluorocarbons have been used as a blowing agent during the manufacturing process, for the purpose of packaging, wrapping or containing edible or non-edible products.
11. Every employer in the City where the business activity includes the handling and use of chlorofluorocarbons or halons in furtherance of the business activity, shall
  - (1) within seven months after the passing of this by-law, register a notice with the Medical Officer of Health identifying the quantity, types and use of chlorofluorocarbons and halons in the business activity;
  - (2) within eighteen months after the passing of this by-law, conduct and submit an audit to the Medical Officer of Health which sets out a material balance of the chlorofluorocarbons and halons used in the business activity, and identifies the methods used for recovery and reclamation of the chlorofluorocarbons and halons; and
12. This by-law shall come upon the date of passing, except
  - (1) Section 9, which shall come into force three months after the date of passing;
  - (2) Sections 2, 3, 7, 8 and 10, which shall come into force twelve months after the date of passing; and
  - (3) Sections 4, 5 and 6, which shall come into force eighteen months after the date of passing.
13. Any person who fails or neglects to perform any duty imposed in this by-law or who contravenes any provision of this by-law is guilty of an offence and liable to a penalty of not more than \$2,000.00 exclusive of costs for each offence.

Arthur C. Eggleton  
Mayor

Barbara G. Caplan  
City Clerk

Council Chamber,  
Toronto, April 6, 1989.  
(L.S.)

No. 471-89. A By-Law

To amend By-law No. 230-89, respecting  
the regulation of chlorofluorocarbons and halons.

(Passed June 29, 1989.)

Whereas the Council of the City passed By-law No. 230-89 on April 6, 1989, respecting the prohibition and regulation of the manufacture, sale, distribution, use and disposal of certain products, material and equipment containing or manufactured with chlorofluorocarbons and halons;

And whereas said By-law contains various provisions which are designated in the by-law to come into force upon the passage of various time periods as set out in the By-law;

And Whereas Council of the City has resolved that it is desirable in the circumstances to amend the By-law to extend the dates on which the various provisions of the By-law shall come into force;

Therefore the Council of the Corporation of the City of Toronto enacts as follows:

1. By-law No. 230-89, being "A By-law to prohibit and regulate the manufacture, sale, distribution, use and disposal of certain products, material and equipment containing or manufactured with chlorofluorocarbons and halons", passed April 6, 1989 is amended as follows:

- (1) Section 11 is deleted and the following substituted therefor:

"11. Every employer in the City where the business activity includes the handling and use of chlorofluorocarbons or halons", in furtherance of the business activity, shall

- (1) within seven months after the passing of this by-law, register a notice with the Medical Officer of Health identifying the quantity, types and use of chlorofluorocarbons and halons in the business activity;
- (2) within eighteen months after the passing of this by-law, conduct and submit an audit to the Medical Officer of Health which sets out a material balance of the chlorofluorocarbons and halons used in the business activity, and identifies the methods used for recovery and reclamation of the chlorofluorocarbons and halons; and
- (3) if such business activity is commenced after the eighteen month period referred to in sub-section (2), register the notice required by sub-section (1) and submit the audit required by sub-section (2) to the Medical Officer of Health at the time of commencing operation of the business activity.

- (2) Section 12 is deleted and the following substituted therefor:

"12. This by-law shall come into force as follows:

- (1) Sections 1 and 9 shall come into force seven months after the date of passing of the by-law;
- (2) Sections 2, 3, 7, 8 and 10 shall come into force eighteen months after the date of passing of the by-law; and
- (3) Sections 4, 5 and 6 shall come into force twenty-four months after the date of passing of the by-law."

Arthur C. Eggleton  
Mayor

Barbara G. Caplan  
City Clerk

Council Chamber,  
Toronto, June 29, 1989.  
(L.S.)



Appendix B

Proposed By-law

The proposed amended by-law would read as follows:

No. By-law

To prohibit and regulate the use recovery and disposal of certain products, material, and equipment containing or manufactured with chlorofluorocarbons and halons.

Whereas the Council of the City is of the opinion that the destruction of the ozone layer of the earth's atmosphere is caused in part by the action of ultra-violet rays on certain synthetic chemicals known as chlorofluorocarbons and halons;

And whereas the depletion of the ozone layer will allow excess ultra-violet rays to reach the earth's surface, which may cause serious irreparable damage to all living tissues;

And whereas such chemicals are found in various manufactured products, material and equipment including such items as certain refrigerators, air-conditioning and cooling systems, and fire extinguishing systems;

Therefore the Council of the Corporation of the City of Toronto enact as follows:

"1. In this By-law,

(a) "City" means the City of Toronto;

(b) "Chlorofluorocarbons" means one or more of the following substances:

Trichlorofluoromethane	(CC13F)	known as CFC 11
Dichlorodifluoromethane	(CC12F2)	known as CFC 12
Trichlorotrifluoroethane	(C2C13F3)	known as CFC 113
Dichlorotetrafluoroethane	(C2F4C12)	known as CFC 114
Chloropentafluoroethane	(C2F5C1)	known as CFC 115

(c) "dispose" means to dispose for the purpose of garbage, refuse, or for destruction, and not for re-use;

(d) "halons" means one or more of the following substances:

difluorobromochloromethane	(CF2BrC1)	known as halon 1211
trifluorobromomethane	(CF3Br)	known as halon 1301
tetrafluorodibromoethane	(C2F4Br2)	known as halon 2402

2. Every person in the City who disposes of any product or equipment that contains chlorofluorocarbons or halons in a form which can be drained or recovered from the product or equipment shall only dispose of such product or equipment.

- (1) by delivering such product or equipment to a recovery site established by the City or authorized by the Council of the City;
- (2) by delivering such items for municipal garbage disposal in accordance with garbage recovery systems established by the City; or
- (3) by ensuring that prior to disposal, the chlorofluorocarbons and halons contained therein are drained and recovered from the product or equipment and thereafter transported intact to a recovery site established or authorized by the City.

3. Notwithstanding Section 4, no person in the City shall dispose or permit the disposal of any vehicular air conditioning unit containing chlorofluorocarbons unless the chlorofluorocarbons are removed and recovered prior to such disposal.

4. No person in the City shall service or repair or permit the servicing or repair of any air conditioner, air conditioning equipment or system including any vehicular air conditioning system, chiller refrigerator, freezer, refrigerating or cooling equipment or system, unless such person ensures that any coolant containing chlorofluorocarbons is not vented to the atmosphere during the servicing or repair process.
5. No person in the City shall test or service any fire extinguisher or fire extinguisher system if such test or servicing causes or could cause the release of halons into the atmosphere.
6. This by-law shall come into force on April 6, 1991.
7. Any person who contravenes any provision of this by-law is guilty of an offence.

---

### Appendix C

#### Projected Ontario Phase-Out Highlights For Ozone Depleting Substances

- |                     |  |
|---------------------|--|
| - July 1, 1989      | - ban CFC aerosols and rigid foam packaging made with CFCs.  |
| - tentative 1991    | - establish an infrastructure to collect and recycle CFCs from commercial air conditioners and coolers.                                    |
| - tentative 1991    | - require that Halons be recaptured and recycled when fire extinguishers are taken out of service.   |
| - December 31, 1991 | - ban use of CFCs as a solvent.  |
| - December 31, 1992 | - require that Halons no longer be vented to the atmosphere during fire extinguisher tests.  |
| - December 31, 1993 | - ban rigid foam insulation and flexible furniture foam made with CFCs (Phase-out complete)  |
| - July 1, 1994      | - end CFC recycling, and require that these substances be captured and destroyed at a destruction facility to be established by this date. |
| - July 1, 1998      | - ban the use of CFCs in refrigerators, air conditioners and coolers.  |

Source: Minister Environment Ontario. Ontario Phase-Out of Ozone Depleting Substances. (Factsheet) Toronto. February 1989, with updates from OMOE, 1990.

### Appendix D

#### Projected Prohibited dates by Environment Canada For Various CFC Use Categories

Use Category	% Canadian Use (1987)	Product Group	Projected Prohibition
Aerosol	9	All	End of 1989 except medical and essential safety products.
Rigid Foams	33	a) Insulating foams <ul style="list-style-type: none"> <li>- polyurethane</li> <li>- polystyrene</li> <li>- phenolic</li> </ul> b) Packaging <ul style="list-style-type: none"> <li>- food</li> <li>- other</li> </ul>	1992-1994 1990-1991 1991-1992  1990 1990-1991
Flexible Foams	8	Car seats Furniture Cushions, etc.	1990-1992
Refrigeration	36	a) New Refrigeration and Air Conditioning b) Existing equipment maintenance	1994-1999 as replacements are available
Solvents	10	electronic metal cleaning dry cleaning	1991-1994 1990-1991 1991-1992
Others	4	hospital sterilants optical coatings	1990-1994

Source: Minister Environment Canada. Canada to Phase-Out CFCs (Press Release) Ottawa. February 20, 1989, with updates from Environment Canada 1990b).



TABLE 2.1  
Implementation Schedule for CFC Regulation: Federal, Provincial and the City of Toronto

CITY OF TORONTO BY-LAW NO. 230-89			ONTARIO ENVIRONMENTAL PROTECTION ACT (EPA)		CANADIAN ENVIRONMENTAL PROTECTION ACT (CEPA)	
Section of By-Law	Eff Date(s)	Regulation	Regulation	Eff Date(s)	Regulation	Eff Date(s)
<u>Database Development</u>						
11. Registration, audit requirement (users and handlers of CFCs)	In effect	Reg 309 (generators and transporters)		In effect	Paragraph 18(1), CEPA (producers, importers, major users)	In effect
<u>Production Controls</u>						
None		None			"Ozone Depleting Substances" Regs: No. 1 -- CFCs, 50% 1986 levels No. 2 -- Halon levels frozen	In effect pending
<u>Manufacturing/Sales Prohibitions</u>						
General manufacturing ban, unless: 2. -no substitutes avail., recovery system available, audit done 3. -equipment does not leak	06-10-90 06-10-90	No general ban: specific product types covered by specific regs (see below)			As with Province, specific product types covered by specific regs (see below)	
7. Rigid foam insulation ban	06-10-90	Foam insulation regs in development		01-10-90(p) (phase-out by Dec '93)	Foam insulation regs in development	1991-94 (p)
8. Aerosol ban (except for medical uses)	06-10-90	Reg 304/89 prohibits aerosols (with some exceptions, sell-through time)		In effect	"Ozone Depleting Subst." Reg. No. 3: - aerosols except for medical uses - food packaging - hand-held fire extinguishers - certain important commercial uses	Fall '91(p) Fall '91(p) Fall '91(p) pending 01-01-93
10. Foam packaging ban	06-10-90	Reg 304/89 prohibits certain kinds of foam packaging		In effect	Flexible foams	1991-1992
		Flexible furniture foam ban		31-12-93(p)	Solvents and other uses	1991-1994
		Prohibit use of CFCs as solvents		31-12-91(p)		

## Council Action - October 1 &amp; 2, 1990

During consideration of this Clause, Council also had before it a report (September 27, 1990) from the City Solicitor. (Communication 39 attached)

Council amended this Clause by adding at the end thereof the following:

"It is also recommended that:

1. the City Solicitor, in consultation with Councillor O'Donohue and the Medical Officer of Health, report further on including in the by-law, 'methylchloroform' and 'methyltetrachloride'; and
2. the report (September 27, 1990) from the City Solicitor be adopted."

DRAFT BY-LAW

No.            A By-law

Respecting the prohibition and regulation of the use, recovery and disposal of certain products, material, and equipment containing or manufactured with chlorofluorocarbons and halons.

Whereas by amendment and adoption of Clause 31 contained in City of Toronto Executive Committee Report No. 22, it is recommended that By-law No. 230-89 be repealed and replaced, respecting chlorofluorocarbons and halons;

And whereas the Council of the City is of the opinion that the destruction of the ozone layer of the earth's atmosphere is caused in part by the action of ultra-violet rays on certain synthetic chemicals known as chlorofluorocarbons and halons;

And whereas the depletion of the ozone layer will allow excess ultra-violet rays to reach the earth's surface, which may cause serious irreparable damage to all living tissues;

And whereas such chemicals are found in various manufactured products, material and equipment including such items as certain refrigerators, air-conditioning and cooling systems, and fire extinguishing systems;

Therefore the Council of the Corporation of the City of Toronto enact as follows:

"1. In this By-law,

(a) "City" means the City of Toronto;

(b) "Chlorofluorocarbons" means one or more of the following substances:

Trichlorofluoromethane	(CC13F)	known as CFC 11
Dichlorodifluoromethane	(CC12F2)	known as CFC 12
Trichlorotrifluoroethane	(C2C13F3)	known as CFC 113
Dichlorotetrafluoroethane	(C2F4C12)	known as CFC 114
Chloropentafluoroethane	(C2F5C1)	known as CFC 115

(c) "dispose" means to dispose for the purpose of garbage, refuse, or for destruction, and not for re-use;

(d) "halons" means one or more of the following substances:



RE:

SEP 26 11 03 AM '90

CITY OF TORONTO  
LEGAL DEPARTMENT

39

Re. Exec. Rpt 22 cl 31

A.M. Gordon

September 27, 1990

To: City Council  
Subject: CFC BY-LAW  
Origin: Clause 31, City of Toronto Executive Committee Report No. 22  
(c06cnc190016:627)

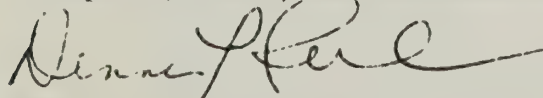
Recommendations:

That Clause 31 of Executive Committee Report No. 22 be amended by deleting Recommendation No. 1 and substituting therefor the following:

"1. That By-law No. 230-89 as amended, be repealed and replaced with the draft by-law attached to the September 27, 1990 report of the City Solicitor, and that such draft by-law be approved and authority be granted for the introduction of the necessary bill in Council to implement the draft by-law, and that City Council approve the establishment by the Medical Officer of Health of temporary personnel positions to implement and enforce the by-law, as described in the September 12, 1990 report from the Medical Officer of Health and City Solicitor."

Comments:

Clause 31 of Executive Committee Report No. 22 contains the September 12, 1990 report of the Medical Officer of Health and City Solicitor respecting amendments to the CFC By-law, being By-law No. 230-89 as amended. The Committee amended and recommended the adoption of the recommendations of the report. I have prepared a draft by-law which repeals By-law No. 230-89 as amended, and replaces it with a new by-law generally in the form of that contained in Appendix B of the September 12, 1990 report. In this fashion, By-law No. 230-89 will not be amended, as recommended in Recommendation No. 1 of the September 12, 1990 report, but will be replaced by a new by-law which will, with the exception of the definition and penalty sections, come into force in April, 1991, as recommended by the Medical Officer of Health.



City Solicitor

AMG/ss

12

8. By-law No. 230-89, being "A By-law to prohibit and regulate the manufacture, use, distribution, recovery and disposal of certain products, material, and equipment containing or manufactured with chlorofluorocarbons and halons," and By-law No. 471-89, being "A By-law to amend By-Law No. 230-89, respecting the regulation of chlorofluorocarbons and halons", are hereby repealed.

difluorobromochloromethane	(CF <sub>2</sub> BrCl)	known as halon 1211
trifluorobromomethane	(CF <sub>3</sub> Br)	known as halon 1301
tetrafluorodibromoethane	(C <sub>2</sub> F <sub>4</sub> Br <sub>2</sub> )	known as halon 2402

2. Every person in the City who disposes of any product or equipment that contains chlorofluorocarbons or halons in a form which can be drained or recovered from the product or equipment shall only dispose of such product or equipment.
  - (1) by delivering such product or equipment to a recovery site established by the City or authorized by the Council of the City;
  - (2) by delivering such items for municipal garbage disposal in accordance with garbage recovery systems established by the City; or
  - (3) by ensuring that prior to disposal, the chlorofluorocarbons and halons contained therein are drained and recovered from the product or equipment and thereafter transported intact to a recovery site established or authorized by the City.
3. Notwithstanding Section 2, no person in the City shall dispose or permit the disposal of any vehicular air conditioning unit containing chlorofluorocarbons unless the chlorofluorocarbons are removed and recovered prior to such disposal.
4. No person in the City shall service or repair or permit the servicing or repair of any air conditioner, air conditioning equipment or system including any vehicular air conditioning system, chiller refrigerator, freezer, refrigerating or cooling equipment or system, unless such person ensures that any coolant containing chlorofluorocarbons is not vented to the atmosphere during the servicing or repair process.
5. No person in the City shall test or service any fire extinguisher or fire extinguisher system if such test or servicing causes or could cause the release of halons into the atmosphere.
6. This by-law shall come into force upon the date of passing, except Sections 2, 3, 4, and 5, which shall come into force on April 6, 1991.
7. Any person who contravenes any provision of Sections 2, 3, 4, or 5 of this By-law is guilty of an offence.





NOV - 5 1990

CITY OF HAMILTON

**- RECOMMENDATION -**

3a.

**DATE:** 1990 November 1

**REPORT TO:** Ms. T. Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. T. Bradley  
Manager of Purchasing

**SUBJECT:** RENTAL OF SNOW REMOVAL EQUIPMENT AND  
LABOUR, PUBLIC WORKS DEPARTMENT

**RECOMMENDATION:**

That a purchase order be issued to Cardeen Construction Limited, Stoney Creek, to provide labour and equipment for snow removal during the 1990-1991 winter season, in accordance with Vendor's quotation, and that this expenditure be finance from various accounts, as follows:

One Rubber Tire Backhoe/Loader	\$ 88 per hour
One Cat Bulldozer	120 per hour

Plus applicable taxes

  
T. Bradley, Manager of Purchasing

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**BACKGROUND:**

This is equipment required in addition to that previously reported to Council. All bids are accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders contacted as required.

c.c. City Solicitor's Department





3b.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 November 9

**REPORT TO:** Ms. T. Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. T. Bradley  
Manager of Purchasing

**SUBJECT:** CONCRETE CRUSHING BERNIE COURT YARD,  
PUBLIC WORKS DEPARTMENT

**RECOMMENDATION:**

That a purchase order be issued to Northland Bitulithic Limited, Downsview, in the amount of \$35 680, being in only quotation received, for concrete crushing at the Bernie Court Yard for the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's quotation, and that this expenditure be financed from General Roadway Maintenance Account No. 56398 60168.

NOTE: As the stockpiled concrete must be eliminated to allow for snow dump, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

---

T. Bradley, Manager of Purchasing

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**BACKGROUND:**

Nine suppliers were requested to bid. One declined and seven did not respond.



CITY OF HAMILTON

- RECOMMENDATION -

4a.

NOV - 8 1990

**DATE:** 1990 November 5

**REPORT TO:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. D. W. Vyce  
Director of Property

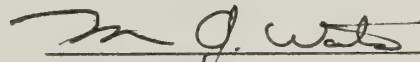
**SUBJECT:** Expropriation of Land required for  
the extension of Berkindale Avenue

**RECOMMENDATION:**

- a) That the Director of Property be authorized to negotiate with the following owners for acquisition of a portion of their lands required for the extension of Berkindale Avenue in order to implement the approved Riverdale East Neighbourhood Plan. The necessary expenditures are to be charged to Account No. CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands).

Michel Alcid Garon - Part of 891 Queenston Road, Stoney Creek  
Debra Ann Garon (which part is in the City of Hamilton)

- b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before February 28, 1991, the City Solicitor be authorized and directed to initiate expropriation proceedings, and, the Director of Property be authorized to retain an independent fee appraiser to prepare and appraisal of market value. The costs are to be charged to Account No. CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands).

  
D. W. Vyce

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The cost to acquire will be recovered through a one (1) foot Reserve



**BACKGROUND:**

The owners of the proposed subdivision, Marz Homes, have been unsuccessful in their attempts to acquire the required lands and they have requested municipal involvement so the development of single family lots can proceed in an orderly manner and not be unduly delayed.

Attach.

c.c. Mrs. P. Noé Johnson, City Solicitor

Mr. E. C. Matthews, Treasurer

Mr. R. Douglas, Manager of Field Surveys

Mr. T. Gill, Acting Commissioner of Engineering  
Attention: Mr. K. Brenner

(4509)

SKETCH  
 PROPOSED LOT  
 ALONG FUTURE BE  
 PART OF LOT 23  
 GEOGRAPHIC TOWNS  
 AND PART OF I  
 REGISTERED P  
 THE VAN WA

LAST UP

Oct 19, 1990

A. J. CLAR

ACAD FILE = \JOBS

SCALE

**HIGHRIDGE**

PLAN M - 206

75 74 73 72 71 70 69 68 67 66 65 64

15 16 17 18 19 20 21 22

**BERKINDALE**

14 13 12 11 10 9 8 7 6

LIMIT OF CITY OF HAMILTON





NOV 12 1990

CITY OF HAMILTON  
- RECOMMENDATION -

4b.

**DATE:** 1990 November 9

**REPORT TO:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. D. W. Vyce  
Director of Property

**SUBJECT:** Red Hill Creek Flood Plain - Storm Water Control  
Agreement By Owner to Accept Compensation  
- 265 Charlotte Street - Susan Medeiros

**RECOMMENDATION:**

- a) That the "Agreement by Owner to Accept Compensation", executed by Susan Medeiros on November 7, 1990, whereby the owner agreed to accept the amount of \$125,000.00 as full and final settlement of compensation for the City's expropriation of the lands known as 265 Charlotte Street, be approved and completed.
- b) That the transaction be financed from Account No. CH 5X303 00102 (Reserve for Property Purchase).
- c) That the City Solicitor be authorized and directed to complete this transaction.

  
D. W. Vyce

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

See above recommendation.

**BACKGROUND:**

On August 8, 1961 the City passed by-law 9430 which expropriated a large area of land in the Red Hill Creek drainage basin for storm water control to avoid downstream flood damage.

Under legislation of that period, the Expropriations Act allowed the City to survey the land and register a plan on title giving notice of the intent to expropriate; however, the City did not actually receive title to the land until it took possession or paid compensation to the owner.

As no compensation was paid to the owner, and as no physical possession was taken by the City (since the subject parcel was vacant and required for passive use), the subject property has remained in private ownership. Over the years the property has changed hands from the original owner at the time of the notice of expropriation, Ruby Shipton, to the present owner, Susan Medeiros, who purchased the property this past Spring.

It was during the course of searching title for the Medeiros purchase that her solicitor found the expropriation by-law and requested that the City remove it from the title of her lands. As the expropriation by-law was approved by Council so many years previously, the Regional Engineering Department was asked to investigate the current need for the lands. We received final confirmation last month from the Engineering Department that the lands are indeed still needed for flood and storm water run-off control and then proceeded to negotiate a settlement of compensation with Ms. Medeiros' solicitor.

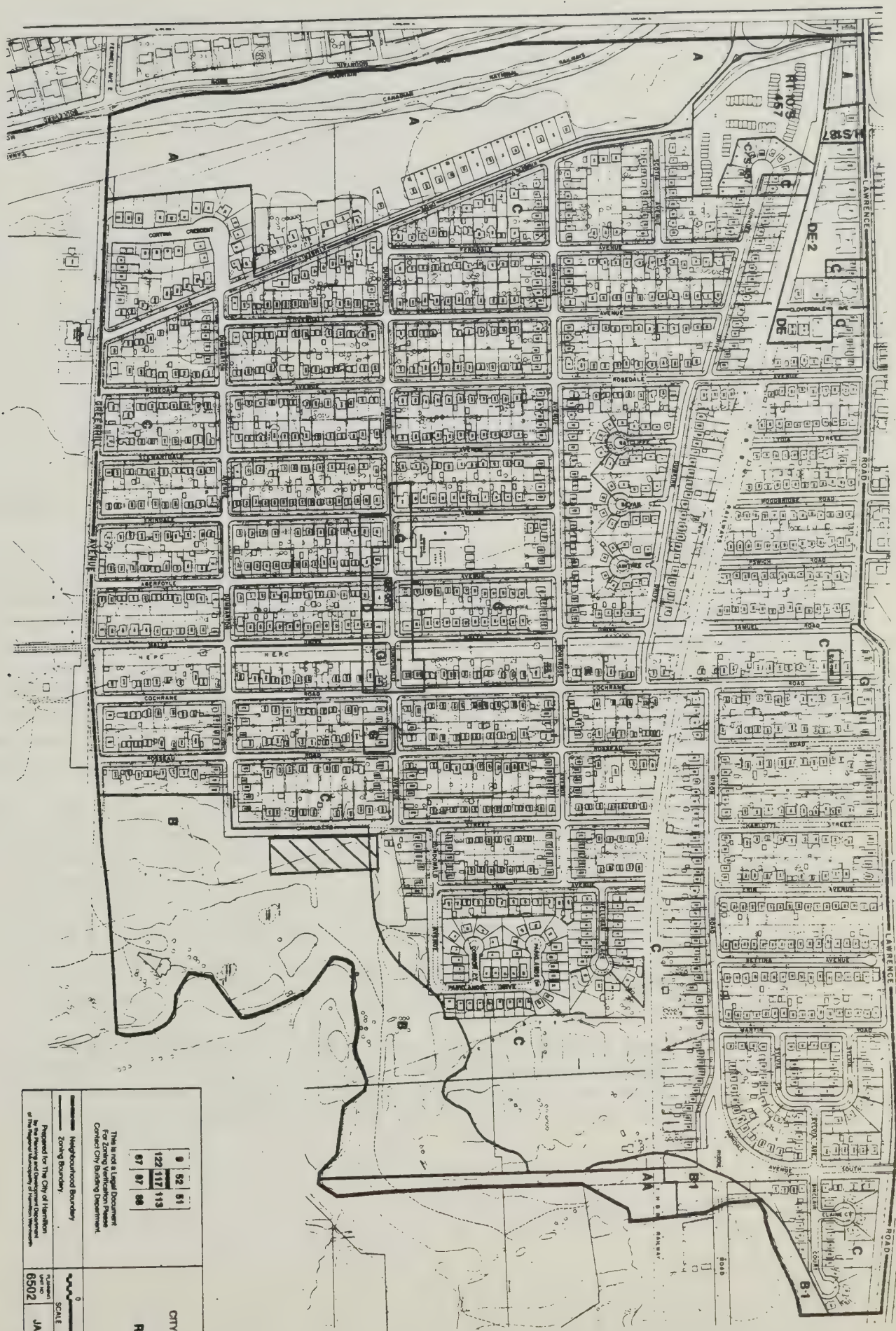
The subject lands comprise 1.42 acres with a frontage of 472.33 feet along the easterly limit of Charlotte Street; however, with the exception of a small triangular area of about 6,000 square feet at the north-west corner, most of the parcel is low-lying valley land about 20 feet below street grade. Although the lands are currently zoned "B" and "C" (Urban Protected Residential), its location within the Red Hill Creek valley cause it to fall under the Hamilton Region Conservation Authority jurisdiction.

Under the Authority's current regulations, only that portion of the tableland in excess of 25 feet from the top of the bank can be used for development. An application was made to the Hamilton Region Conservation Authority in September 1990 for construction of a large single family house in the regulated area, but development was restricted to the tableland portion of the lot. With minor variances to the zoning by-law for front yard setbacks, a modest single family dwelling can be legally constructed in the unregulated portion of the lot. On this premise we are recommending an all-inclusive settlement of \$125,000.00 as full payment of market value, legal fees, and all other claims, costs, and expenses to which the owner is entitled under the Expropriations Act. Note: The property was purchased by Susan Medeiros from Joan McMillan under Instrument Number 45646 for a reported purchase price of \$125,000.00 on April 30, 1990.

Attach.

- c.c. - Mrs. P. Noé Johnson, City Solicitor  
Attention: Ms. L. Lawrence
- Mr. E. C. Matthews, Treasurer
- Mr. R. Douglas, Manager of Field Surveys





<p>This is not a legal document For Zoning Verification Purposes Contact City Building Department</p>		<p>0 52 51 122 117 113 87 87 88</p>
<p>Map/Neighborhood Boundary Zoning Boundary</p>		<p>0 52 51 122 117 113 87 87 88</p>
<p>Prepared for The City of Hamilton by the Planning Department of The Regional Municipality of Hamilton-Wentworth</p>		<p>6502</p>
<p>SCALE 0 50m 100m</p>		<p>JANUARY 1990</p>
<p>CITY OF HAMILTON ROSEDALE ZONING</p>		<p>117</p>





CITY OF HAMILTON

- RECOMMENDATION -

NOV 12 1990

4C.

**DATE:** 1990 November 9

**REPORT TO:** Miss Tina Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. D. W. Vyce  
Director of Property

**SUBJECT:** Offer to Purchase (Easement) - Union Gas Limited,  
City Land - South Side of Stone Church Road East

**RECOMMENDATION:**

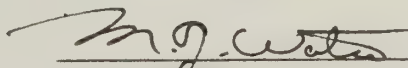
- a) That an Offer to Purchase (Easement) Agreement executed by officials of Union Gas Limited on October 2, 1990 and scheduled for closing on January 8, 1991, for the installation of an NPS 8 Pipe along the southerly limit of Stone Church Road East, east of Upper James Street (236.44 feet x 16.46 feet), be approved and completed. The purchase price of \$1,001.00 is to be credited as follows: \$1.00 to Account No. 4X999 00107 (Service through unsubdivided lands) and the remaining \$1,000.00 to Account No. CH 59050 30001 (Outside Recoveries), in accordance with the attached Schedule "A". The deposit cheque of \$1.00 is being held by the City Treasurer pending approval of this transaction.

Note: The property is composed of Parts 9, 10 and 11 on Plan 62R-8858. Subject parcel having a frontage of 72.074 metres (236.44 feet), more or less, by a depth of 5.184 metres (16.46 feet), more or less.

- b) The Offer to Purchase (Easement) is subject to the following:

The City reserves the right to grant further easements through Condition 14.

"It is understood and agreed that the Transferor shall reserve unto itself, its heirs, successors, and assigns the irrevocable right to grant such further and other easements as from time to time the Transferor sees fit."

  
D. W. Vyce

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

See above recommendation.

**BACKGROUND:**

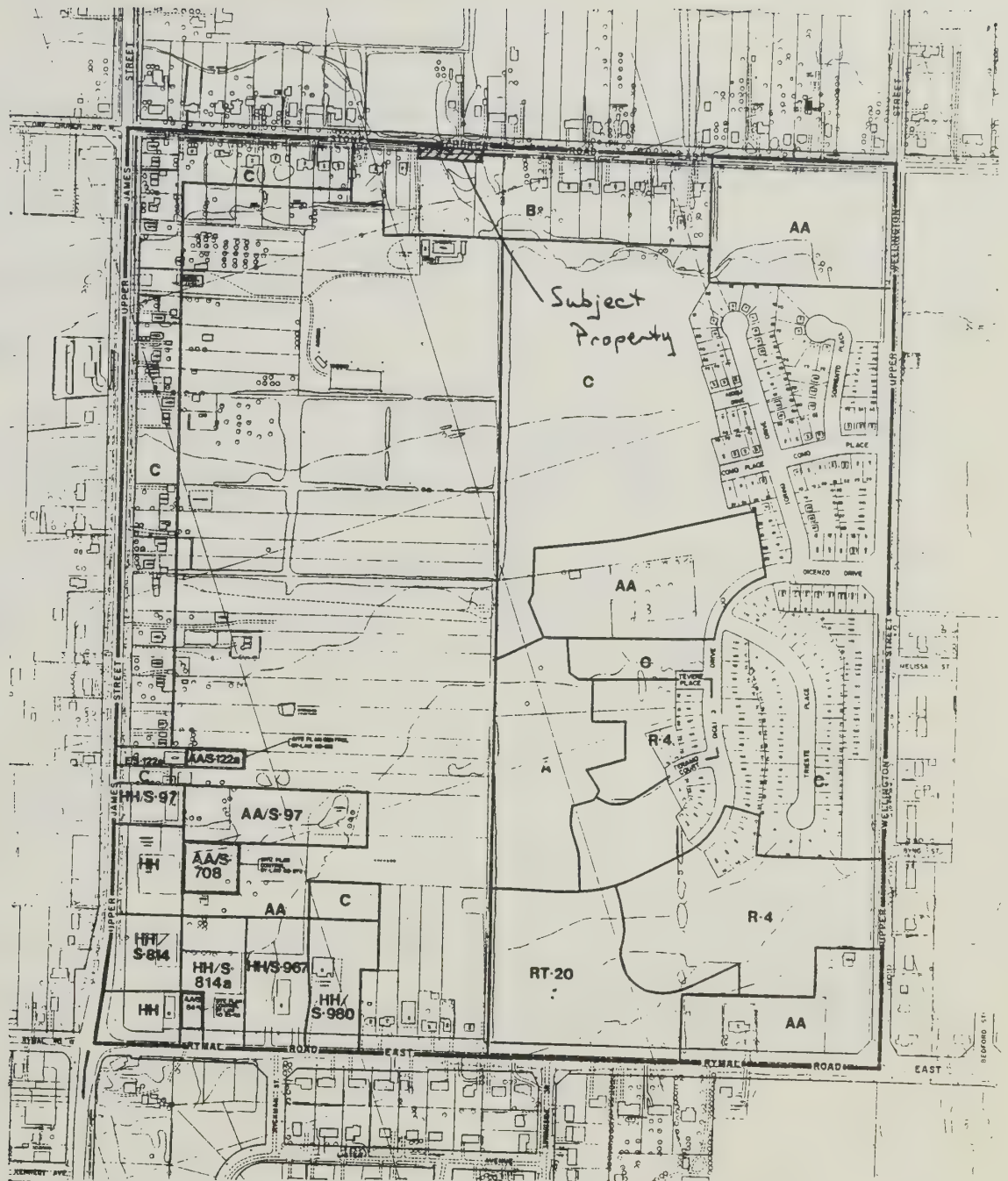
This request for an easement by Union Gas Limited is being made at this time to reinforce the existing system's integrity and make way for future expansion in the area. Eventually, the subject parcels of land are to be incorporated into the road allowance of Stone Church Road East through the proposed widening of said street.

Attach.

- c.c. - Mrs. P. Noé Johnson, City Solicitor  
          Attention: Ms. L. Lawrence  
- Mr. E. C. Matthews, Treasurer  
- Mr. R. Douglas, Manager of Field Surveys  
- Mr. T. Gill, Acting Commissioner of Engineering  
          Attention: Mr. D. Onishi

(4508)





<table border="1"> <tr> <td>86</td> <td>82</td> <td>33</td> </tr> <tr> <td>101</td> <td>118</td> <td>8</td> </tr> <tr> <td>83</td> <td>8</td> <td>24</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	86	82	33	101	118	8	83	8	24	<p>CITY OF HAMILTON</p> <p><b>RYCKMAHS</b></p> <p><b>ZONING</b></p>
86	82	33								
101	118	8								
83	8	24								
<p>Neighbourhood Boundary</p> <p>Zoning Boundary</p> <p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton Wentworth</p>	<p>PLANNED UNIT NO. <b>7508</b></p> <p>SCALE 50m</p> <p><b>JUNE 1988</b></p>									



NOV 13 1990

FOR ACTION

5

REPORT TO: Ms. T. Agnello, Secretary  
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.  
Director of Public Works

OUR FILE: 90-134

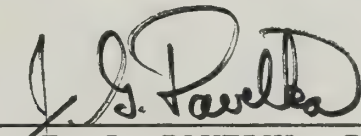
SUBJECT: EQUIPMENT AUCTION - 1990

DATE: Nov 13/90

RECOMMENDATION:

(a) That the City of Hamilton should continue with auctioning its depreciated and obsolete vehicles and equipment because significantly more revenue is realized through the auction than through trading in the equipment, and;

(b) That the other organizations participating in the auction should share in the expenses of the auction (auction fees, advertising and operator's labour) based on their proportion of the revenue, over the total revenue from the auction.

  
\_\_\_\_\_  
J. G. PAVELKA, P. ENG.  
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There will be a cost savings to the City of Hamilton based on the other organizations cost sharing in the expenses of the auction. This cost sharing will be based on their proportion of the revenue over the total revenue from the auction.

BACKGROUND:

The 1990 equipment auction for the disposal of vehicles and equipment recently replaced or declared obsolete, was held at the B. A. Court Yard on Saturday, September 22, 1990.

This year the City of Hamilton grossed \$112,760.00 from the sale of depreciated and obsolete equipment as outlined on the attached table.

After paying for expenses, auction fees and advertising fees, the City of Hamilton netted \$100,237.63 for the sale of its equipment and vehicles.



Gross revenue from auction		\$112,805.00
Less - auction fees	7,505.50	
- advertising	<u>5,061.87</u>	<u>12,567.37</u>
NET REVENUE		\$100,237.63

This net revenue of \$100,237.63 is automatically returned to the reserve for depreciated equipment.

Although the auction cost the City of Hamilton approximately \$12,567.27 in auction fees and advertising expenses, the Corporation benefitted by auctioning equipment off for \$112,760.00 rather than accepting "trade-in" value of \$44,955.00, a net increase of \$67,850.00.

Although this is only the second year that the Corporation held its auction, other organizations have been quick to have their depreciated and obsolete equipment included in the auction through the Purchasing Department.

This year the Region of Hamilton-Wentworth, the Hamilton Conservation Authority and the Town of Ancaster had equipment and vehicles auctioned off the \$51,192.88.

Recognizing that the City of Hamilton is significantly increasing its revenue through auctioning of vehicles and equipment, as opposed to trading it in, the auction should continue.

Also, realizing that other organizations are taking advantage of the arrangements to increase their revenues through the auction, these same organizations should be asked to share in the expenses of the auction - auction fees, advertising and operators labour, based on their proportion of the revenue over the total revenue from the auction.

cc: L. Sage	Chief Administrative Officer
E. Matthews	Treasurer
T. Bradley	Manager of Purchasing
G. Kerr	Manager of Fleet Services

ITEM			TRADE-IN AMOUNT OFFERED	AUCTION PRICE	
A. Public Works Dept Equipment					
9407	1960	Adams Grader		4,100.00	
9646	1975	Int Vacu-Sweep		5,900.00	
9115	1983	Ford Jaeger Garbage Packer		4,800.00	
9306	1982	Ford	250.00	1,500.00	500%
9086	1982	Pontiac Acadian	330.00	800.00	142%
9084	1983	Chev Impala	2,600.00	2,900.00	12%
9312	1981	Dodge Pickup	350.00	1,000.00	185%
9311	1981	Dodge Pickup	500.00	1,650.00	230%
9028	1982	Ford Pickup	500.00	1,550.00	210%
9313	1982	Ford Pickup	750.00	2,000.00	166%
9267	1977	Int Dump Truck	600.00	1,500.00	150%
9027	1982	Ford Pickup	500.00	1,450.00	170%
9080	1981	Dodge Pickup	350.00	1,050.00	200%
9273	1979	Int Dmp Frt Plow	2,600.00	3,850.00	48%
9621	1981	Ford Hi Ranger	8,500.00	12,300.00	45%
9456	1979	Int Cement Mixer	2,500.00	4,000.00	60%
9235	1977	Int Platfrm Dump	750.00	2,000.00	166%
9503	1982	M/F Tractor/Loader	2,750.00	5,100.00	85%
9492	1975	Ford Tractor/Loader	1,700.00	2,625.00	54%
9507	1984	Ford Tractor	2,375.00	3,900.00	64%
9672	1979	Int Dmp Plw/Wing	3,500.00	7,000.00	100%
9078	1980	Ford Pickup	250.00	1,050.00	320%
9516	1975	Ford Tractor/Loader	2,500.00	3,750.00	50%
9469	1975	Ford Tractor	2,600.00	3,600.00	38%
9494	1975	Ford	2,000.00	2,750.00	38%
			<hr/>	<hr/>	
			\$38,755.00	82,125.00	
Lawnmowers			Vendors did		
Weedeaters			<u>not</u> want on		
Chainsaws			trades	21,435.00	
Obsolete Equipment					
			<hr/>	<hr/>	
			\$38,755.00	103,560.00	

B. City Garage Equipment

1986	Chev Cavalier		
1986	Chev Cavalier		
1986	Plymouth Reliant	6,200.00	9,200.00
		<hr/>	<hr/>
		\$44,955.00	112,760.00

C. Equipment from;

Hamilton Fire Dept		
Region of Hamilton-		
Wentworth		51,192.38
Hamilton Conservation		
Authority		
Town of Ancaster		
	<hr/>	<hr/>
	\$44,955.00	\$163,952.38



NOV 12 1990

6a

F O R   A C T I O N

RT TO: MS. T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: October 22, 1990  
COMM FILE: 3-11.9.3  
DEPT FILE: T103-03(157)

ECT:

osed Road Allowance Closure:  
ssa Street from 15.24 m east of the original centreline of Upper  
ington Street to approximately 58.83 m easterly

MMENDATIONS:

Recinding of Judge's Order

Section 47 of the 13th report of the Transport and Environment  
ee adopted by City Council on July 31, 1984, authorizing the  
Solicitor to make application to a County Court Judge under  
ion 82 of the Registry Act, R.S.O. 1980 for an order closing  
ssa Street from 15.24 m east of the original centreline of Upper  
ington Street to approximately 58.83 m easterly, be recinded.

Closure by By-Law

That the Commissioner of Engineering be directed to prepare a  
By-Law for the stopping up, closing and sale of Melissa Street  
from 15.24 m east of the original centreline of Upper Wellington  
Street to approximately 58.83 m easterly.

That the Commissioner of Engineering be directed to publish a  
notice of City Council's intention to pass the By-law, pursuant  
to Section 301 of the Municipal Act, R.S.O. 1980.

That the Director of Property be directed to proceed with the  
disposition of the said lands.

That the Commissioner of Engineering register a reference plan  
under the Registry Act, to delineate the manner in which the  
closed road allowance is to be distributed to the abutting  
owner.

....

**Proposed Road Allowance Closure:**

Melissa Street from 15.24 m east of the original centreline of Upper Wellington Street to approximately 58.83 m easterly

Cont'd ...

- v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act: and,
- vi) That the City Solicitor make application to the Ministry of Housing under Section 298(11) of the Municipal Act for approval of the By-law.



---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**BACKGROUND:**

On July 31, 1984, staff recommended that the closure, Melissa Street be approved by Judge's Order. This recommendation was approved by your committee and subsequently by City Council on July 31, 1984.

The City Solicitor's Office has recently informed us however that a second title search has indicated that a Barton Township By-law had been registered both against a 1' reserve and against the whole of Melissa Street, laying out the street as a public highway.

This dedication and deed to the City, together with the assumption of the street for public use by the Township of Barton By-Law has the effect of taking away the jurisdiction of the court under Section 82 of the Registry Act to close the street.

Cont'd ...

**Proposed Road Allowance Closure:**

Melissa Street from 15.24 m east of the original centreline of Upper Wellington Street to approximately 58.83 m easterly

Cont'd ...

The application for closure was made by an abutting property owner, and notice of closure was circularized to the area residents with the following results:

Total Circularized 11

In Favour 2    Opposed 0    No Response 9

All affected municipal departments and utility companies were circularized and no objections were received by this Department.

Whereas this Department received an application to close the unopened road allowance from an abutting property owner, and since no objections had been received to this request, and as the road allowance was no longer required for street purposes, our Department recommended in favour of the applicant's request.

JKC:ccc

cc: R. Sabo, City Solicitor's Office  
cc: Alderman J. Gallagher  
cc: Alderman H. Merling



D/S  
620

WELLINGTON

MELISSA ST.

66'

200'

SUBJECT  
STREET

Scale  
1" = 100'

1589

1593

1609

1615

1629

1635

1641

C

PPER

6b.

F O R   A C T I O N

REPORT TO:    T. AGNELLO, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            E.M. GILL, P. ENG.  
                  ACTING COMMISSIONER OF ENGINEERING

DATE:            90.10.30  
COMM FILE:      3-11-7  
DEPT FILE:      T103-37

SUBJECT:

Banner Display Application  
Monday October 19, 1992 to Monday October 26, 1992

RECOMMENDATION

That the Hamilton and District Dental Hygiene Association be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday October 19, 1992 to Monday October 26, 1992, with the following message:

NATIONAL DENTAL HYGIENE WEEK

*Ted Gill*  
\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$215.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Hamilton and District Dental Hygiene Association, 303 Delaware Avenue, Burlington, Ontario, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because this organization has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:rbo

c.c. H. Reinhold, Department of Public Works





F O R   A C T I O N

6c

REPORT TO: MS. T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

NOV - 9 1990

DATE: October 30, 1990  
COMM FILE: 3-11.5  
DEPT FILE: T103-50(861)

SUBJECT:

Inadvertent Encroachment Agreement  
438 Dundurn Street South

RECOMMENDATION:

- a) That the authorization granted by City Council on March 27, 1990 in adopting Item #6 of the 5th Report of the Transport and Environment Committee be rescinded.
- b) That the application of Rouben Gharabegian, owner of 438 Dundurn Street South to retain the inadvertent encroachment consisting of a balcony measuring 3.2' x 4.5', and a portion of the building measuring 0.9' x 46.8' on the road allowance of Glenside Avenue be approved provided:
  - i) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
  - ii) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
  - iii) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.

Ted Gill  
E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

Cont'd ...

Inadvertent Encroachment Agreement  
438 Dundurn Street South

Cont'd ...

FINANCIAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The previous approval of March 27, 1990 did not include a portion of the building that is encroaching on Glenside Avenue. Therefore, it is appropriate to rescind the permission granted on March 27, 1990, for the encroachment of the balcony and to enter into a new agreement to permit the encroachments of the balcony and a portion of the building.

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:ccc

cc: S. Gabruss, City Solicitor's Department

6d.

NOV-9-1990

F O R   A C T I O N

REPORT TO: MS. T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: October 30, 1990  
COMM FILE:  
DEPT FILE: T103-28

SUBJECT:

Revised Wheelchair Ramp Standard

RECOMMENDATION:

That the revised Wheelchair Ramp Standard Drawing RHS 312 be adopted as the standard wheelchair ramp design on City Projects.

*Ted Gill*

E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATION:

N/A

BACKGROUND:

The Curb Ramping Sub-Committee under the direction and approval of the Regional Advisory Committee for the Physically Disabled, were given the task of developing a set of standards which, when applied, would provide easy, safe access to all sidewalks within the Region.

The wheelchair ramp standard addresses access needs for the disabled as well as non-disabled persons. Attached is a curb ramping summary as prepared by the Regional Advisory Committee for the Physically Disabled.



-Page 2 -  
October 30, 1990

## Revised Wheelchair Ramp Standard

Cont'd ....

The sub-committee co-ordinated with area municipalities as well as disabled groups in developing a standard which would meet all criteria requirements as outlined by the committee.

The Department of Engineering constructed several trial designs on Main Street West this summer, including the final selected design. It is this Department's opinion that the submitted standard best meets the needs of the disabled, while not severely hindering the non-disabled, and meets the City's objectives of a financially affordable solution.

AB:nq  
attach.

persons to travel with, rather than against, pedestrian traffic. This means, for example, that wherever geography permits, two ramps, one for each road crossing, are preferable to one "wrap-around" at a corner.

In solving the problem of safe access for persons with mobility disabilities, the Sub-Committee has paid particular attention to the concerns of the visually impaired and the blind. Specifically, a tactile application at all ramps, enables blind and visually impaired persons to differentiate between roadway and sidewalk and orients the person to travel in a straight line from sidewalk to sidewalk.

A number of unresolved issues, which fall outside of the sphere of curb ramping but which nonetheless affect accessibility for disabled persons, will be further studied and reported on by the Sub-Committee. These include: mountable curbs, provision of sidewalks, and sidewalk mobility guidelines for the blind and visually impaired.

### Benefits

Well designed and placed curb ramps benefit the entire community. Safer, wider ramps add to the general comfort level of all citizens. Curb ramps are of particular benefit to parents with small children, persons who have agility difficulties, and, of course, disabled persons.

The increasing emphasis on enabling people to remain in their communities as active, productive citizens and the more widespread access to mobility devices necessitate promoting accessibility to services, housing, recreation, transportation, education and employment, the goals of National Access Awareness Week. These standards, if adopted throughout the Region, will provide for continuity across as well as within communities.

Seniors walk more than any other age group, both for health and recreational purposes. This group is the fastest growing segment of the population, and one which will be increasingly supported to remain in the community.

The curb ramp standards provide for equal access to the community for disabled as well as non-disabled persons.

Curb Ramping - A Summary

June 12, 1990

Prepared by: The Regional Advisory Committee for the Physically Disabled

**Background**

During the 1988-89 term of the Regional Advisory Committee for the Physically Disabled, concerns were repeatedly raised about the use of mobility devices (scooters and wheelchairs) by disabled persons and seniors on streets in the Region. To begin to address these issues, the Regional Advisory Committee hosted a community meeting in August 1989 to discuss, with users of mobility devices, their concerns.

At the meeting, one of the main concerns raised was the accessibility of sidewalks to users of mobility devices. Where curb ramps do not exist, exist only on some and not all corners at an intersection, and where curb ramp design presents a hazard to users, disabled persons and senior citizens find no alternative but to travel on roadways, frequently using driveways to gain access to sidewalks. This situation is extremely dangerous, both to users of mobility devices and to drivers.

Out of the meeting, a recommendation was forwarded to the Regional Advisory Committee to form a Curb Ramping Sub-Committee. The Sub-Committee has worked to develop a set of standards which, when applied, enable safe access to sidewalks and to suggest a plan for upgrading (retro-fitting) curb ramps within the Region. The plan, which will take two years to complete, will focus on developing those pedestrian pathways which link disabled persons and senior citizens with health, social and other services, shopping, recreation, employment, education and transportation.

Curb ramping falls primarily under the jurisdiction of the municipality, therefore, representatives from each of the area municipalities were invited to join the Sub-Committee, together disabled persons, seniors and technical staff. The curb ramp design standards were also circulated to staff in each of the municipalities for their input.

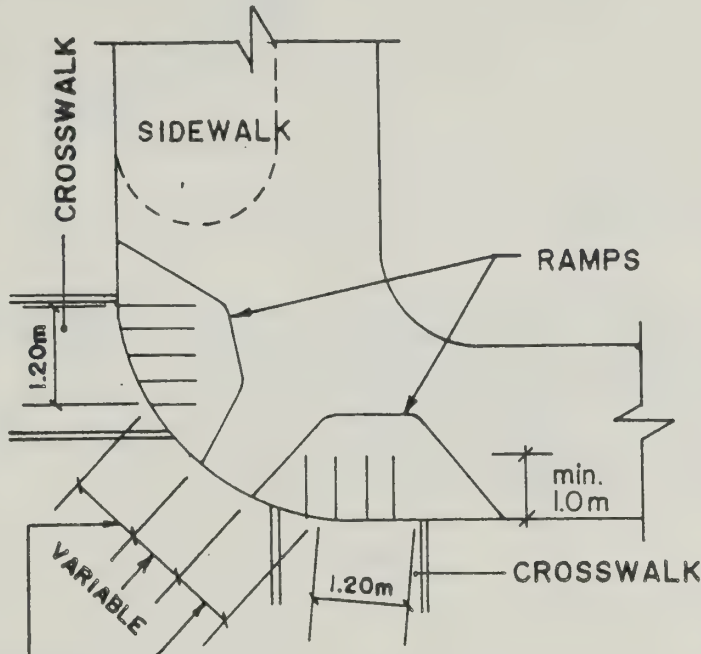
**Summary Standards**

The Sub-Committee has worked from the principle that all citizens, regardless of their physical ability, should be able to access the community in a safe manner. In this instance, access is enabled through the application of barrier free design principles to sidewalks.

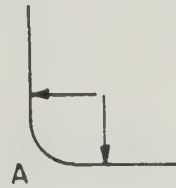
It is important, for ease and safety of travel, for disabled



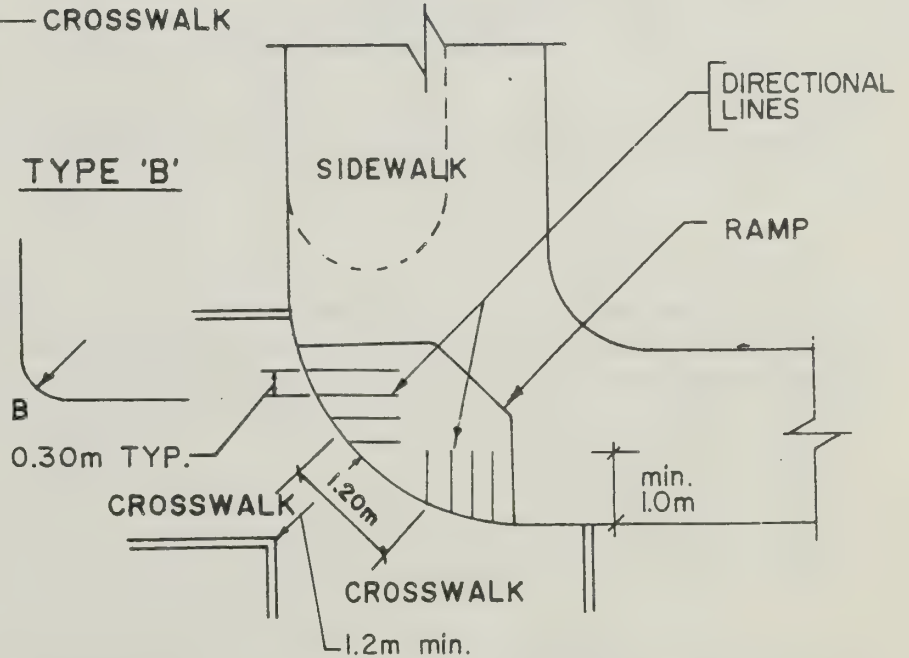
NOTE  
SEE RHS-310 FOR DETAILS  
OF WHEELCHAIR RAMPS.



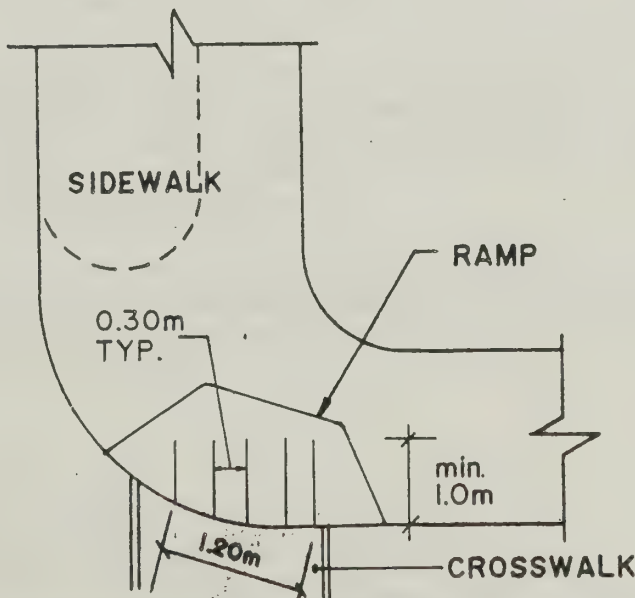
TYPE 'A'



TYPE 'B'



TYPE 'C'



NOTE: DIRECTIONAL LINES  
(MADE WITH EDGING  
TOOL HAVING A  
15mm RADIUS) TO  
BE PARALLEL TO  
CROSSWALK OR  
PEDESTRIAN PATH

RAMP SLOPES  
1:12 MAX. TO  
1:20 MIN.

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH  
DEPARTMENT OF ENGINEERING

DIRECTOR

REVISION

## WHEELCHAIR RAMP LOCATIONS

DATE

APR. 2, 1990

SCALE

N.T.S.

APPROVED

*Ted Gill*

COMMISSIONER OF ENGINEERING



NOV 12 1990

6e

F O R   A C T I O N

REPORT TO:      MS. T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM:            E. M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: November 7, 1990  
COMM FILE:  
DEPT FILE: 800-91

SUBJECT:              Road and Sidewalk Capital Reconstruction Programme

RECOMMENDATION:

- a) That a proposed widening from 7.3 metres to 8.5 metres of Rodgers Road from King Street to Central Avenue, Balmoral Avenue from Main Street to King Street and Binkley Road from Main Street West to Sanders Boulevard be advertised under Section 301 of the Municipal Act and the necessary alteration By-law be prepared by the City Solicitor and the City Clerk;
- b) That the proposed 1991 Road and Sidewalk Capital Reconstruction Programme in the amount of \$9,400,000 be received;
- c) That the Committee request the approval of the Finance and Administration Committee to spend up to \$4,000,000 of the proposed \$9,400,000 1991 Road and Sidewalk Capital Reconstruction Programme to allow for tendering and construction to occur prior to the final budget approval;
- d) That the Commissioner of Engineering be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.

*Ted Gill*

---

E. M. Gill, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

Cont'd...



Road and Sidewalk Capital Reconstruction Program

Cont'd

**FINANCIAL IMPLICATIONS:**

See above "Recommendations".

**BACKGROUND:**

The draft 1991-1995 Capital Budget makes a provision in the amount of \$9,400,000 for the reconstruction of roads and sidewalks in the City of Hamilton in 1991. The estimated subsidy from the Ministry of Transportation is \$3,008,000 and the net cost for the City is estimated at \$6,392,000.

The proposed programme for 1991 is divided into the following sections:

- 1) Reconstruction of roads and abutting sidewalks
- 2) Reshaping surface treated roads
- 3) Reconstruction of sidewalks only
- 4) Supplementary list.

The projects in the Programme are reviewed by the Engineering, Traffic, Public Works, Planning and Development, Transportation (H.S.R.), and Community Development Departments and the utility companies. All the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

The road widening policy, as adopted by Council on January 12, 1982, is to widen pavements to provide a minimum width of 8.5m within the road allowance. The widening of sections of Binkley Road, Balmoral Avenue, Haddon Avenue, Ivon Avenue, Normanhurst Avenue and Rodgers Road could be considered. Each of these roadways has been reviewed by Engineering and City of Hamilton Forestry Section staff to determine the impact widening would have on the natural environment. Generally, the trees in close proximity to the road allowance would suffer root damage during construction, resulting in the weakening of the tree and a potential safety hazard. Staff's on-site findings are as follows:

1. Balmoral Avenue - Main to King
  - numerous large, mature trees of various varieties on the east side of Balmoral Avenue may be affected
  - west side of roadway is asphalt parking area with the exception of 1 large, silver maple tree which would be affected if widening occurred on one side only.Staff recommends a widening from 7.3m to 8.5m, with all widening to occur on the west side of Balmoral Avenue.

Cont'd..

Road and Sidewalk Capital Reconstruction Program

Cont'd

2.   Normanhurst Avenue - Britannia to Dunsmure
  - numerous large, mature Silver and Sugar Maples may be affected
  - several small, medium sized trees affected
  - 1 large, mature, endangered elm tree would be removedBecause of the impacts, staff do not recommend a widening.
3.   Rodgers Road - King to Central
  - Central to Monterey - no trees affected
  - Monterey to King - 4 Norway Maples affected and 2 evergreens on private property which could be affectedStaff recommend advertising a widening from 7.3m to 8.5m.
4.   Haddon Avenue - Main to Sterling
  - Main to Arnold - 2 mature, endangered elm trees and 3 mature maples may be affected.
  - Arnold to Sterling - 9 various, mature trees would require removal including 1 medium sized, endangered elm tree.Because of the impacts, staff do not recommend a widening of Haddon Avenue.
5.   Binkley Road - Main to Sanders
  - One 12' dia. sugar maple and one 6" dia. locust tree would require removal.Staff recommend advertising a widening from 7.3m to 8.5m.
6.   Ivon Avenue - Melvin to Barton
  - 4 varied large, mature trees and 2 smaller trees could be affected.Staff do not recommend a widening due to the impact on adjacent trees.

All streets requiring reconstruction in the program have been identified in the 1990 Road Needs study as "now deficient" or requiring construction in the next 1-5 years, as per the criteria established by the Ministry of Transportation of Ontario. Those roads requiring construction in the 1-5 year range will be undertaken in conjunction with sewer work, as higher priority within the programme is assigned to streets where storm, sewer and/or water construction is proposed by the Region. Through this coordination of various construction activities, in addition to cost savings, significantly less disruption to area residents and the travelling public will be achieved.

Cont'd

Road and Sidewalk Capital Reconstruction Program

Cont'd

The proposed 1991 roadway reconstruction list also includes Crosthwaite Avenue, which was part of the 1990 supplementary programme that could not be undertaken in 1990 due to financial limitations. Edith Avenue was also on the 1990 Supplementary Programme. However, Upper Kenilworth has been inserted in the 1991 Programme in place of Edith Avenue due to the higher traffic volumes on Upper Kenilworth. It is recommended that Edith Avenue be rescheduled to 1993, at which time it would be constructed along with Nova Drive in the same area.

Based on the above considerations, the proposed 1991 Capital Reconstruction Programme is as follows:

1) Reconstruction of Roads and Abutting Sidewalks

Lower Horning Rd.	- Ofield to Harold
Ofield Rd.	- Main to Ramsey (east leg)
Haddon Ave.	- Main to Sterling
Sanatorium Rd.	- Rice to Garth
U. Kenilworth	- Broker to Mohawk
Balmoral Ave.	- Main to King
Tuxedo Ave.	- Main to Roxborough
Rosewood Rd.	- Main to Queenston
Normanhurst Ave.	- Britannia to Dunsmure
East 21st	- Queensdale to Fennell
Ivon Ave.	- Barton to Dunsmure
Scenic Dr.	- Retention Dam
Crosthwaite Ave.	- Main to Monterey

2) Reshape Surface Treated Roads & Reconstruct Sidewalks

MacLennan Ave.	- Upper Wentworth to East 23rd
----------------	--------------------------------

3) Resurfacing of City Roads

Westcliffe Ave.	- Pleasant to Garth
Pleasant Ave.	- Mountain Cr. to Denlow
Westminister Ave.	- Denlow to Mountain Cr.
Mountain Crest.	- Garth to West Limit
Magnolia Dr.	- Mohawk to Appleford
Lesterwood St.	- Lawnhurst to Ling
Queen Victoria Dr.	- Quaker (north leg) north east to Quaker (south leg)

Cont'd...



Road and Sidewalk Capital Reconstruction Program

Cont'd

- 4) Reconstruction of sidewalks are proposed to be undertaken by the City along sections of Regional Roads that will be rehabilitated in 1991 through the Regional Road Reconstruction Program:

King St.	- Main to Keswick
Main St.	- James to Wentworth
Main St.	- Wentworth to Gage
Main St.	- Tuxedo to Queenston Traffic Circle
Queenston Rd.	- Queenston Circle to Reid
Scenic Rd.	- Denlow westerly to Parapet
Upper Paradise	- Scenic to Sanatorium
Main St. W.	- Gary to Hwy. 403

- 5) Reconstruction of Sidewalks Along City Roads

Maple Ave.	- Ottawa to King
Montrose Ave.	- Cochrane to Charlotte

- 6) Supplementary Road and Sidewalk Construction

Binkley Rd.	- Sanders to Main
Ashland Ave.	- Tenth to Winchester
Rodgers Rd.	- King to Central
Barnesdale	- Dunsmure to Main
Stirton St.	- Wilson to Cannon

Depending on the 1991 tender prices, projects in the supplementary list may be constructed in the 1991 season or will have to be rescheduled to the following year.

A draft of the proposed 1991-1995 Reconstruction Programme is included for the information of the Committee.

LR:lm

cc: K. Avery, City Clerk  
cc: E. C. Matthews, City Treasury  
cc: P. Noe Johnson, City Solicitor  
cc: J. D. Thompson, Secretary, Finance and Administration Committee

# 1992 PRELIMINARY CAPITAL RECONSTRUCTION

Crestwood Drive	David - David
Cottrill St.	Main - Sanders
David Avenue	Fennell - Duncombe
Dalewood Avenue	Westwood - Haddon
Duncombe Drive	E 16th - Holt
East 35th St.	Concession - Crockett
East 36th St.	Crockett - Brucedale
East 16th St.	Fennell - Howe
Gary Avenue	Dalewood - Westwood
MacNab Street	Bold - Hurst
Macaulay Street	John - Wellington
Malta Drive	Montrose - Dunkird
Nottingham Avenue	Tenth - Winchester
Rebecca Street	John - Wellington
Rennie Street	Parkdale - Waterloo
Sanders Boulevard	West Park - Norfolk
Munn St.	Upper Sherman - E36th
Beaucort Road	Mericourt - Lower Horning
Beaucourt Place	Lower Horning - East End
Inchbury St.	York Street - Florence
MacNab St.	Mulberry to Stuart
Cline	Paul-Southend
Mericourt Rd.	L. Horning - Purvis
Whitney Ave.	Hydro Line - Main
Wood Street	James Street - Bay
Additional Projects - sidewalk reconstruction on City and Regional Roads	
- resurfacing of City Roads	

# 1993 PRELIMINARY CAPITAL RECONSTRUCTION

Aintree Court	Dunkirk - South End
Beudoie Drive	Studholme - South End
Burris Street	King - Main
Bevan Court	Dunkirk - South End
Elizabeth Crescent	Mericourt - Mericourt
Binkley Crescent	Sanders - Sanders
Carling Street	Macklin - Paradise
East 21st	MacLennan - Franklin
East 22nd	Queensdale - Fennell
East 25th	Concession - Queensdale
East 38th	Concession - Queensdale
Edith Avenue	Broker - Nova
Ellesworth Drive	Edith - Mountain Brow
Glow Avenue	Dunn - Woodward
Harold Street	Mericourt - Lower Horning
Hurst Place	MacNab - Park
Leeds Street	Burlington - South End
Market Street	Caroline - Bay
Nova Drive	Edith - Mountain Brow
Ratcliffe Court	Dunkirk - South End
Thorndale Crescent	Sanders - Sanders
Wesanford Place	Caroline - East End
West Park Avenue	Main - North End
Westwood Avenue	Stroud - Haddon
Hillside Avenue	Glendee Road - Lawrence



Glendee Road  
Glenholme Avenue  
Arlington Road  
Bromley Road  
Delevan Crescent  
Sheridan Avenue  
Castlefield Drive  
Fernwood Crescent  
Greenwood Street  
Thelma Avenue  
Dunsmure  
King's Forest Drive  
Mayflower Avenue  
Eastbourne Avenue  
Gerrard Street  
Glengrove Avenue  
Eastvale Place  
Bingham Road

Glendee Court - Glenholme  
King - South End  
Glendee - Lawrence  
Seven Oaks - Holt  
Seven Oaks - Seven Oaks  
East 16th - Holt  
#39 - West End  
#46, 176 - South End/w leg  
#21 - South End  
East 45th - Fernwood  
Strathearne - Parkdale  
Broker - Nova  
Glendale - Gage  
Main - Deleware  
Sherman - Birch  
Reid - Armstrong  
Armstrong - Armstrong  
Hayes - Glengrove

Additional Projects - sidewalk reconstruction on City and Regional Roads  
- resurfacing of City Roads

# 1994 PRELIMINARY CAPITAL RECONSTRUCTION

Burfield Avenue	Brentwood - Kingslea
Grandfield Street	Brentwood - Kingslea
Huntington Avenue	Brentwood - Kingslea
Kenwood Crescent	Kingslea - West End
Fairleigh Avenue South	Deleware - South End
Melrose Avenue North	Barton - Beechwood
Paling Avenue	Barton - North End
Clarendon Avenue	Fennell - South Bend
Warren Avenue	South Bend - Fennell
Dundurn Street South	Aberdeen - South End
East 16th	South Bend - Mohawk
East 18th	Concession - Fennell
East 32nd	Fennell - Macassa, Munn to Crocket
Emerson Street	Main - Holmes
Franklin Street	Parkview - Paradise
King William Street	Catharine - Victoria
Maple Avenue	Kenilworth - Weir
Parkview Drive	Franklin - Norwood
Beechwood Avenue	Sherman - Lottridge
Ruth Street	Clinton - Barton
Albermarle Street	Gertrude - South End
Clarendon Avenue	Fennell - South End
East Bend	King - Main
Burkholder Drive	E25th - Upper Sherman
East 41st	Queensdale - Sunninghill
Cumberland Avenue	Gage - Wentworth

Glencairn Avenue

Lucerne - King

Reid Avenue

Roxborough - Queenston

Summerhill Avenue

Lucerne - King

Additional Projects - sidewalk reconstruction on City and Regional Roads  
- resurfacing of City roads



# 1995 PRELIMINARY CAPITAL RECONSTRUCTION

King William	West - Jarvis
Eaton Place	Bingham - Bingham
Gertrude	Gage - Depew
East 17th Street	Fennell - Vickers
Howe Avenue	Upper Wellington - East 18th
Jellicoe Court	Vickers - South End
East 36th Street	Fennell - Mohawk
East 44th Street	Queensdale - Fennell
East 42nd Street	Seventh - Mohawk
East 24th Street	#319 - Fennell
East 23rd Street	#373 - Fennell
East 15th Street	Queensdale - Bruce Dale & Inchlee - Howe
Ferrara Street	Wise - Wise
McElroy Road	Upper James - Upper Wellington
Organ Crescent	Fennell - Upper Kenilworth
Pemberton Avenue	Upper Gage - to East 42nd
St. Clair Avenue	Dunsmure - Main
Somerset Avenue	Sherman - Barnsdale
Selkirk Avenue	Main - Normanhurst
Woodbridge Road	King - South End
Wise Crescent	Grenadier - Grenadier
Yates Drive	Purvis - South End
Balmoral Avenue	King - Justine
Cathcart Street	Cannon - Rebecca
Craigroyston Road	King - Queenston

Elgin Street

Endfield Avenue

Fairview Avenue

Grovsnor Avenue

Ipswich Place

Leslie Avenue

Fay Avenue

Keen Court

Bendamere Avenue

Columbia Drive

Wilson - Cannon

Brentwood - Kingslea

Cannon - King

Barton - Cannon

Lawrence - South End

West 23rd - West 35th

Broker - Organ

Organ - West End

Garth - Columbia

Bendamere - North of Delmar

Additional Projects - sidewalk reconstruction on City and Regional Roads  
- resurfacing of City roads

6F

NOV 12 1990

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 November 8  
COMM FILE:  
DEPT FILE: E309-10

SUBJECT

Regional Municipality of Halton Gypsum Waste Recycling  
Resolution, attached.

RECOMMENDATION

That the City of Hamilton support and endorse the Region of  
Halton resolution.

*Ted Gill*

\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Regional Municipality of Halton has forwarded a resolution (attached) requesting a review by the Minister of the Environment into the status of gypsum wallboard waste disposal in Ontario. Several regions, including the Region of Hamilton-Wentworth, do not accept this waste at their disposal facilities.

A large-scale recycling plant was commissioned in Oakville in June 1990. This plant reprocesses drywall/gypsum waste on behalf of a major drywall manufacturer, which in turn produces new drywall with the reprocessed gypsum waste. The expected inflow of drywall waste has not been realized, however, despite municipal disposal bans.

Cont'd...



-page 2-  
November 8, 1990

Regional Municipality of Halton Gypsum Waste Recycling  
Resolution

BACKGROUND (Cont'd)

It is suspected that waste drywall is being delivered instead to private landfills. As it is the intention of tipping fee structures and municipal landfill bans to encourage recycling, a review of gypsum wallboard waste disposal is consistent with solid waste management objectives. Where recycling options exist, and given the difficulty associated with the establishment of new sites it is felt that the use and depletion of private site capacities could in the future have adverse impacts for municipal solid waste management systems.

PJ/cb

THE REGIONAL MUNICIPALITY OF HALTON  
P.O. BOX 7000, 1151 BRONTE ROAD  
OAKVILLE, ONTARIO, CANADA L6J 6E1

RECEIVED

AUG 30 1990



LEGAL SERVICES DEPARTMENT  
REGIONAL CLERK ADMINISTRATIVE SERVICES DIVISION  
TEL: 416/827-2151 FAX: 416 827-9869

CITY CLERKS

August 23, 1990

TO MUNICIPALITIES WITH A POPULATION IN EXCESS OF 20,000

Dear Sir/Madam:

Re: Gypsum Waste Recycling

This will confirm that the Council of the Regional Municipality of Halton at its meeting held Wednesday, August 22, 1990 considered a report on the above noted subject and subsequently endorsed a resolution which, in part, reads as follows:

1. THAT the Regional Clerk be requested to write to the Minister of the Environment requesting a review of the status of gypsum wallboard waste disposal in Ontario.
2. THAT the above recommendation be circulated to all Ontario municipalities with a population in excess of 20,000, requesting their endorsement, with a copy of the circulation being sent to the Association of Municipalities of Ontario.

As requested in Recommendation No. 2, please place this matter before your appropriate Committee for support and endorsement.

Yours truly

Pat Crimmins  
Committee Coordinator/Deputy Clerk

PC/sg

Local Inquiries From:

BURLINGTON, MILTON  
AND OAKVILLE  
827-2151

HALTON HILLS  
ACTON  
853-0501

HALTON HILLS  
GEORGETOWN  
878-8113

BURLINGTON  
ALDERSHOT  
639-4540





NOV 12 1990

F O R   A C T I O N

69

REPORT TO:        T. AGNELLO, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            E.M. GILL, P. ENG  
                  ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 November 09  
COMM FILE: 3-11.9.1  
DEPT. FILE: T103-23(A)

SUBJECT

Temporary Street Closure - Ferguson Avenue North between King and King William Streets.

RECOMMENDATION

That the action of the Commissioner of Engineering be confirmed in authorizing :

The application of the Hamilton Hydro Electric System to temporarily close, Ferguson Avenue South between King Street East and King William Street, on Saturday November 17, 1990 from 8:00 a.m. to 4:00 p.m. in order to install a hydro duct, for the Canadian National Railway, subject to the following conditions:

- i) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the applicant;
- ii) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- iii) That the applicant provide proof of \$1,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- iv) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this closure;

Continued ...

-Page 2-

November 9, 1990

Temporary Street Closure - Ferguson Avenue North between King and King William Street.

Continued ...

- v) That no property owner or resident within the barricaded area be denied access to their property if requested.
- vi) That all property owners and tenants along the closed portion of the road be notified of the proposal by the applicant at least one week prior to the event in a form acceptable to the Commissioner of Engineering.

*Ted Gill*

---

E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Mr. D.R. Marsales, agent on behalf of Hamilton Hydro, to close Ferguson Avenue South Between King Street and King William Street on Saturday November 17, 1990.

The applicant has notified the affected owners and tenants of Ferguson Avenue and has forwarded a petition, signed by all in agreement with the temporary closure.

The Engineering Department has contacted the Hamilton Street Railway, the Regional Police Department and the affected municipal departments by telephone and received no objections.

*JKC* JKC:rbo

cc: Staff Sgt. Martin, Regional Police Department  
cc: J.G. Pavelka, Director of Public Works  
cc: M.F. Main, Director of Traffic Services

6h

F O R   A C T I O N

REPORT TO:     MS. T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING


DATE: 9 November 1990  
COMM FILE: 3-15.1  
DEPT. FILE: T104-90

SUBJECT

Transfer of Funds  
Railway Crossing Signal Maintenance

RECOMMENDATION

- 1) That an additional amount of \$25,000 be provided in the 1990 Current Budget, Railway Crossing General Maintenance Account CH57408 52010.
- 2) That this amount be transferred from the Railway Crossing Specific Maintenance Account CH57409 51010.
- 3) That the Acting Commissioner of Engineering be authorized to issue the necessary purchase order on behalf of the City of Hamilton to CP Rail.

  
\_\_\_\_\_  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above Recommendations

BACKGROUND

The original Budget estimate for Railway Crossing General Maintenance was \$142,000. Your Committee reduced this by \$20,000 to \$122,000. We have processed invoices from CP Rail to the end of September 1990 and we will experience a shortfall of \$25,000 by the end of the year based on the current balances. Therefore, it would be appropriate to transfer this amount from the Railway Crossing Specific Maintenance Account which has a surplus due to a cutback in CN Rail's proposed crossing rehabilitation program.

RPM:rbo

cc: E.C. Matthews, City Treasurer





6i.

NOV 12 1990

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: November 12/90  
COMM FILE:  
DEPT FILE: (See  
Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

- a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.

Rexford Drive	Block 56, Plan 62M-384
Rexford Drive	Parts 4&6, Plan 62R-10808
Atherley Drive	Part 2, Plan 62R-10808
Bow Valley Drive	Block 52, Plan 62M-357
Limeridge Road	Part 3, Plan 62R-8668

- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Engineering be authorized and directed to register the by-laws.

*E. M. Gill*

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E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

- page 2 -  
November 12, 1990

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

*AMS.*  
KML:ljm  
Encl.

cc: Mr. K. E. Avery, City Clerk  
Att: R. Morrison (encl.)  
cc: Ms. Patrice Noe Johnson, City Solicitor  
cc: Mr. F. Angelici, Planning Department



SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Rexford Drive	Block 56, Plan 62M-384	N/A	To connect & provide access to Plan 62M-384 and Part 6, Plan 62R-10808 (also to be established by By-Law see paragraph below)	S718-15
Rexford Drive	Parts 4 & 6, Plan 62R-10808, (being parts of Lot 8, Conc. 7, formerly Barton Township	N/A	To connect & provide access and hook-up between Plan 62M-384 and 62M-583	S718-15 S708-53
Atherley Drive	Part 2, Plan 62R-10808 (being part of Lot 8, Concession 7, formerly Barton Township)	N/A	To connect & provide access between Upper Sherman Ave. and Rexford Drive (see previous paragraph)	S708-53
Bow Valley Drive	Block 52, Plan 62M-357	N/A	To hook-up and provide access from Bow Valley Drive, Plan 62M-357 with Bow Valley Drive (as established by By-Law No. 90-175)	S610-01 S610-03
Limeridge Road	Part 3, Plan 62R-8668 (being part of Lot 9, Concession 6, formerly Barton Township)	N/A	To complete the final width of Limeridge Road in this area and provide access to and from Part 2, Plan 62R-8868	S610-03



NOV 12 1990

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

7.

**DATE:** 1990 November 9

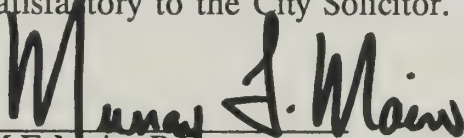
**REPORT TO:** Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

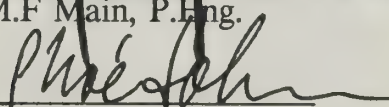
**FROM:** Mr. M. F. Main, P. Eng.  
Director of Traffic Services

Ms. P. Noé Johnson  
City Solicitor

**SUBJECT:** 97 Pearl Street North - Request for Driveway Approach Approval

**RECOMMENDATION:** That the construction of a 13 foot driveway approach located at 97 and 101 Pearl Street North to accomodate residential parking on site for 97 Pearl Street North be approved, subject to the registration of an agreement which is in a form satisfactory to the City Solicitor.

  
M.F. Main, P. Eng.

  
P. Noé Johnson

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:** Legal implications addressed below.

**BACKGROUND:** The City Streets By-law provides for the construction of a driveway approach to residential parking where there is sufficient space to accomodate a vehicle on the particular residential property. The initial application was to accomodate residential parking partially on an adjoining lot.

**DISCUSSION:** In this application, the owner of 101 Pearl Street North proposes to lease for a term of twenty years or less, at the option of either party with 30 days notice, a portion of their property adjacent, to 97 Pearl Street North to accomodate one vehicle. The property located at 97 Pearl Street North upon execution and registration of the proposed lease will comply with the requirements of the Streets By-law. The registration is required in order to give notice to future owners of the property of the lease agreement. If the lease is for a period less than twenty-one years, no approvals are necessary under the Planning Act.



Should the proposed agreement be in the form of an easement or right-of-way, and not a lease, this would give rise to enforcement problems and be in conflict with the legal right of both property owners to unobstructed use of the same property. Therefore, the Law department is recommending acceptance of a lease which has been registered on title.

The Engineering Department is addressing specific circumstances regarding the actual construction of the on site driveway for the garage on 101 Pearl Street North to insure compliance with engineering specifications.

A/S-569



A/S-569

A/S-450

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NOV 12 1990

8a

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 October 31

**REPORT TO:** Ms. Tina Agnello,  
Secretary, Transport and Environment Committee

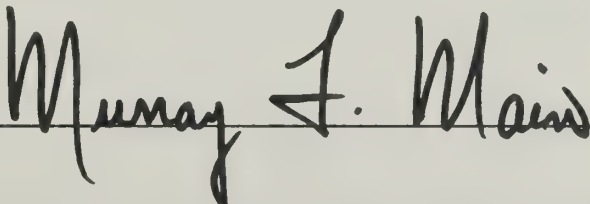
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Request for a School Crossing Guard - Main Street East and London Street.  
[TEC-263-90]

**RECOMMENDATION:**

That a School Crossing Guard not be assigned to the intersection of Main Street East and London Street.

  
\_\_\_\_\_

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The cost to assign a School Crossing Guard to any location in the City is approximately \$6,800 and sufficient funds would be available for a crossing guard at this location.

**BACKGROUND:**

Former Alderman David Christopherson's office referred a resident's concern to the Traffic Department that the School Crossing Guard at the intersection of Main and Ottawa should be relocated one block easterly to the intersection of Main and London because more children cross at this location than at Main and Ottawa.

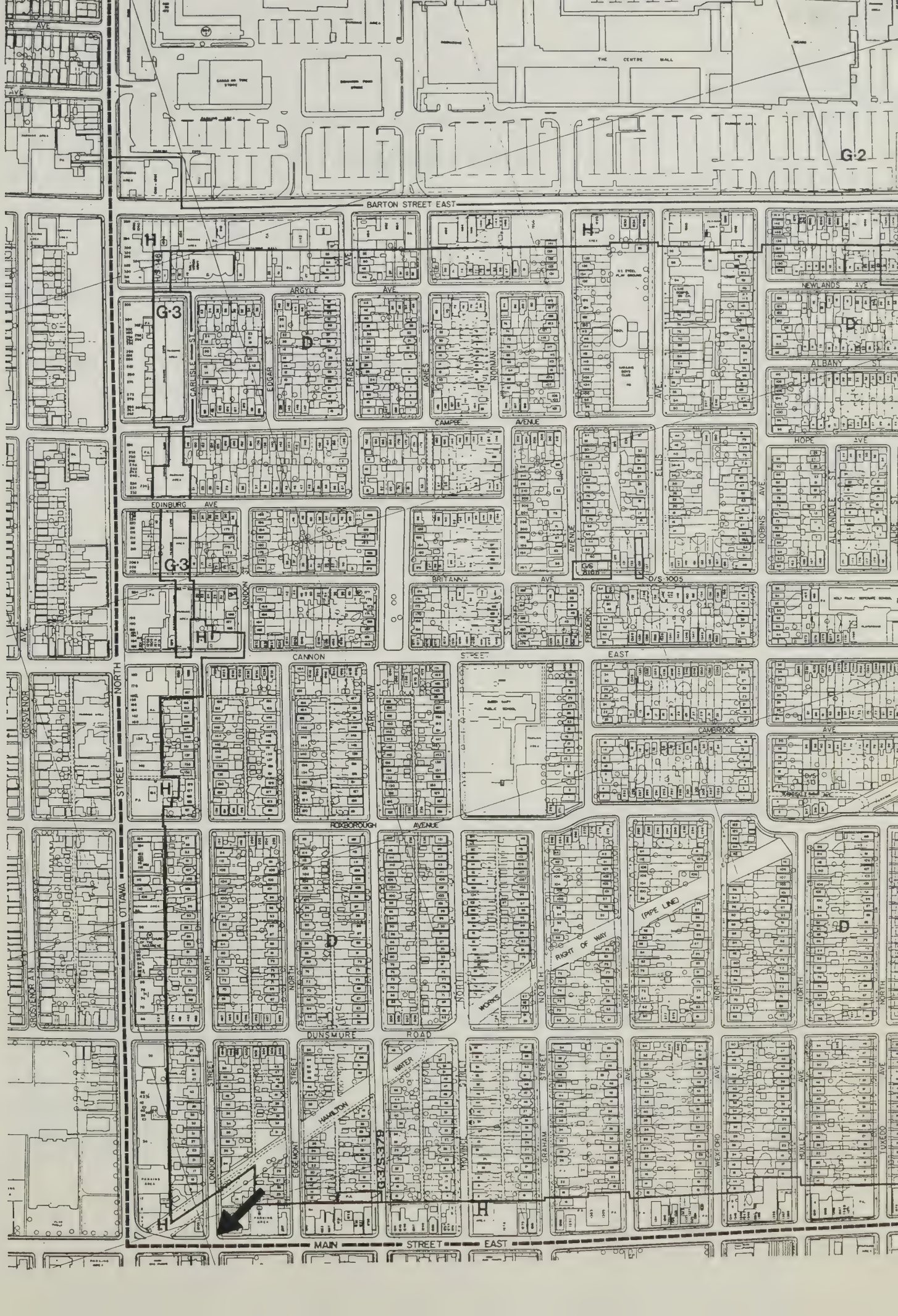
On 1990 September 05, the supervised school crossing in front of Memorial School at Main and Grosvenor was temporarily relocated one block easterly to Main and Ottawa, due to the reconstruction of Main and the presence of heavy equipment in the crossing area. The school crossing guard is required at Main and Grosvenor and will be returned to that location as soon as conditions allow.

The school crossing office conducted studies at London and Main on 1990 October 11 and 17, and determined that only four children crossed Main in the vicinity of London during the four school crossing periods. It would not be unreasonable to direct these children to cross with the traffic signal at Main and Ottawa, which is only approximately 200 feet west of London.

Traffic Department records indicate that there have been no school aged pedestrian collisions reported during school crossing times at Main and London in the past three and a half years. This is an excellent record which could not be improved upon by assigning a school crossing guard to the intersection.

For the above reasons, the Traffic Department does not recommend that a School Crossing Guard be assigned to the intersection of Main and London at this time.





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NOV 12 1990

8b

**CITY OF HAMILTON**

**- RECOMMENDATION -**

**DATE:** 1990 November 8

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

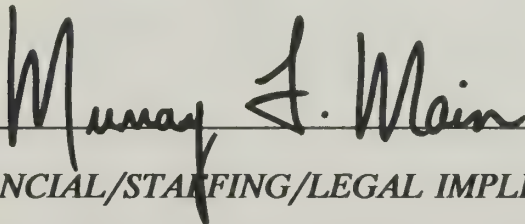
**FROM:** Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Britannia Avenue, west of Barons Avenue - school crossing guard. (TEC-271-90)

**RECOMMENDATION:**

That the existing supervised school crosswalk on Britannia Avenue, west of Barons Avenue, be relocated approximately 50 feet easterly to the west crosswalk of the intersection of Barons Avenue and Britannia Avenue.

A handwritten signature in black ink, reading "Murray F. Main", is written over a horizontal line.

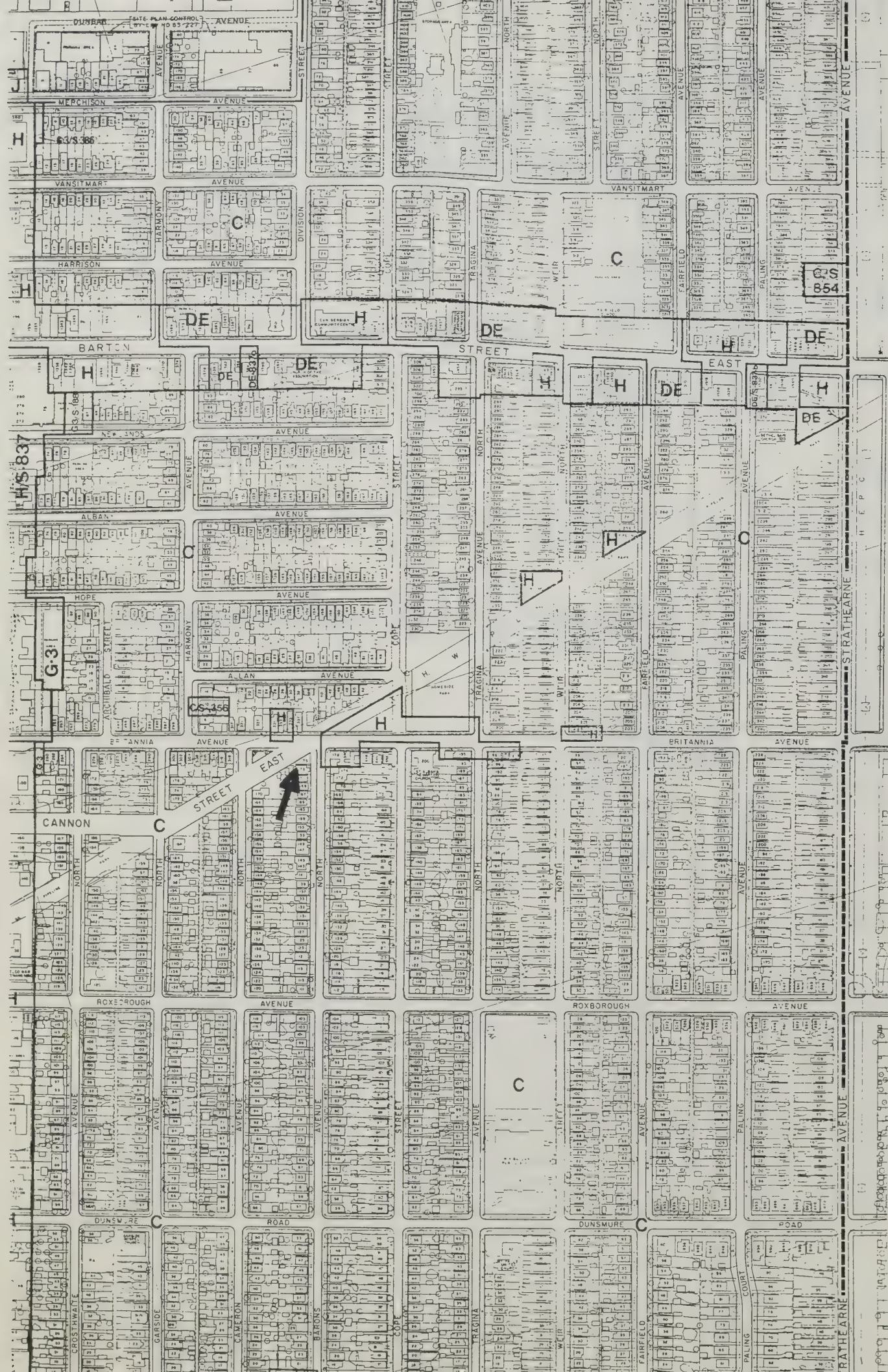
**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of revising the pavement markings.

**BACKGROUND:**

Alderman Geraldine Copps recently expressed concern regarding conditions for pedestrians attempting to cross Britannia Avenue in the vicinity of Barons Avenue. As a result of an investigation by the Traffic Department, it was concluded that the visibility of the crossing guard at the present location on Britannia, west of Barons, is somewhat restricted because of the curve in the roadway on Britannia. The visibility of the crossing guard would be better for motorists in both directions on Britannia if the supervised school crosswalk is relocated approximately 50 feet easterly, to the west crosswalk at the intersection of Barons and Britannia. There is an asphalt pathway through Andrew Warburton Park which meets Britannia at Barons such that pedestrians walking through the park might find this to be a more desirable location to cross Britannia. Therefore, the Traffic Department recommends that the supervised school crosswalk be relocated.





del. L. Bond of J. B. Bond & Co.

Copyright 1906



NOV 14 1990

**CITY OF HAMILTON  
- RECOMMENDATION -**

8C.

**DATE:** 1990 October 04

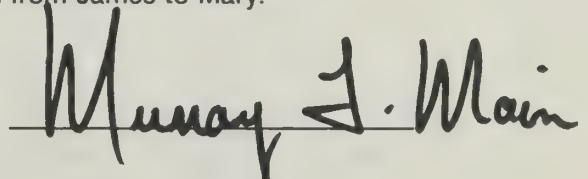
**REPORT TO:** Chairman and Members,  
Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Erection of Special Street Name Signs in Business Improvement Areas in Hamilton -  
Downtown B.I.A. (TEC-238-90)

**RECOMMENDATION:**

- a) That the style of special street name sign submitted by the Downtown B.I.A. as illustrated in the drawing appended hereto be approved and,
- b) That the City of Hamilton Traffic Department be authorized to install and maintain the special street name signs as provided by the B.I.A. on Mary, Catharine and Hughson from Main to King William, and on MacNab from Main to King, and on King William from James to Mary.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

The cost of manufacture and initial installation of the special signs (including extra signs for future maintenance) is to be funded from the Commercial Improvement Program, by the City of Hamilton Public Works Department, Parks Division, Community Development Section. The labour and material costs associated with future maintenance will be funded from the regular regional street name sign accounts, for which sufficient funds have been allocated in the current budget.

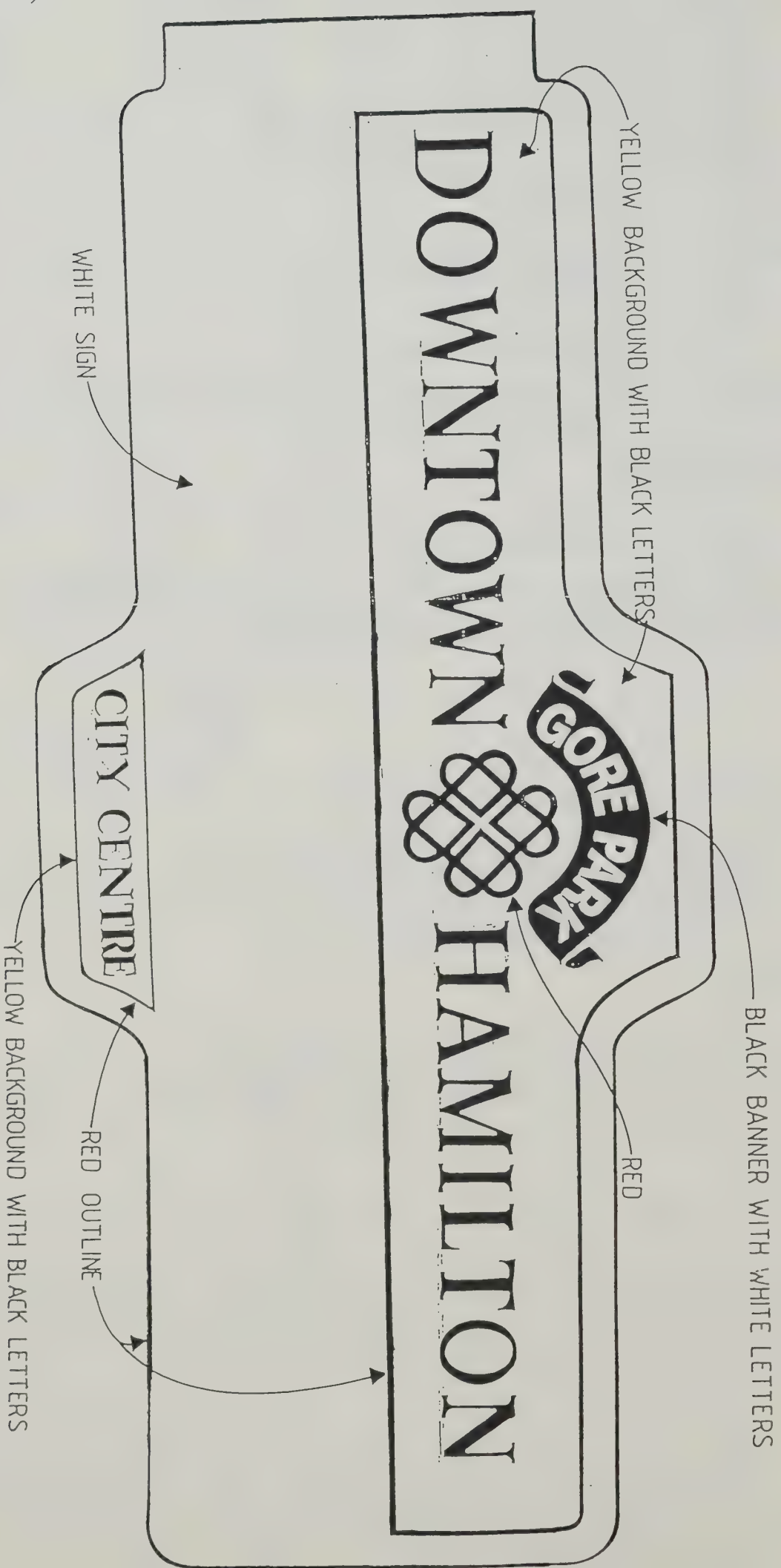
**BACKGROUND:**

In April 1989 the Engineering Services Committee approved the concept of using special street name signs in Business Improvement Areas. Regional Council subsequently approved several recommendations dealing with the installation of special street name signs. One of the conditions was that special street name signs be subject to approval by the Commissioner of Engineering and the Director of Traffic Services. The approval was to consider colour, style of art work and legibility with the understanding that special street name signs are to carry no commercial or advertising message.

Following staff approval, special street name signs are to be submitted to the Engineering Services Committee and the Regional Council for approval of the design.

The Downtown B.I.A. has submitted a sample of artwork to be used on special street name signs to be installed at intersections on Mary, Catharine, and Hughson from Main to King William, on MacNab from Main to King and on King William from James to Mary. The sample is shown on the attached drawing. The Commissioner of Engineering and the Director of Traffic Services find the sample submitted satisfactory with respect to the aspects of colour, style of artwork, legibility and message.

Attach.



NOV 12 1990

9a

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 November 1

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

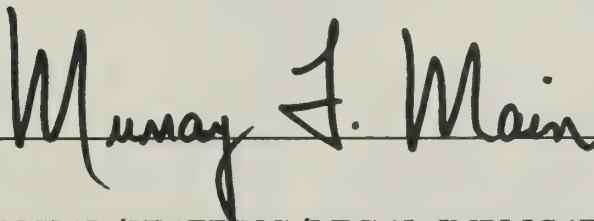
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Royal Avenue between Emerson Street and Leland Avenue - Parking Regulations  
[TEC-269-90]

**RECOMMENDATION:**

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Royal Avenue between Emerson Street and Leland Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
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**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

**BACKGROUND:**

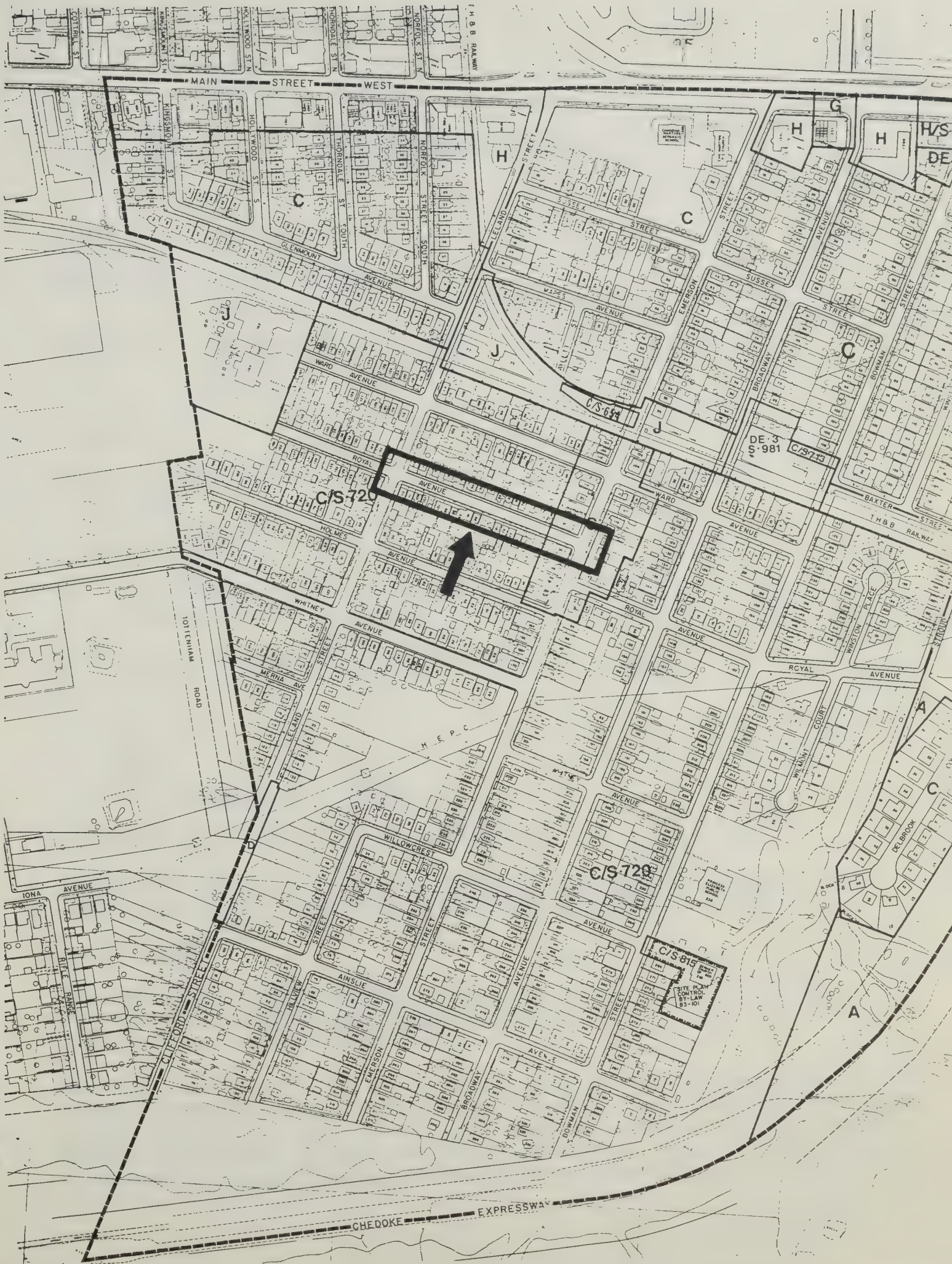
The Traffic has received a petition signed by representatives of 21 of the 32 one, two and three family dwellings abutting Royal between Emerson and Leland, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All 21 residents who signed the petition are in favour of the requested regulation.

Royal has a 30 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The implementation of the requested regulation



would eliminate long-term non-resident parking by employees and students of McMaster University and area residents would be entitled to purchase permits at a cost of \$24.00 per year per permit to exempt their vehicles from the signed parking time limit.

The Traffic Department concurs with the request, since 66% of the abutting residents are in favour of the requested regulation.



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C/S 720

C/S 815  
SITE CONTROL  
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DE S 981  
C/S 743

CHEDOKE EXPRESSWAY





NOV 12 1990

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

9b

**DATE:** 1990 November 8

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

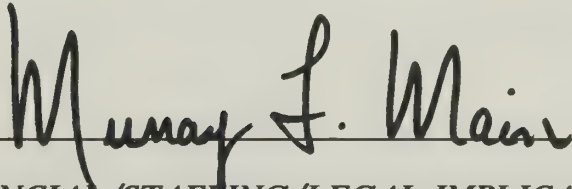
**FROM:** Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Bay Street North between Burlington and Wood Streets - parking regulations.  
(TEC-277-90)

**RECOMMENDATION:**

- a) That parking be prohibited on the north/west side of Bay Street North between Burlington and Wood Streets; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
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**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

**BACKGROUND:**

The Traffic Department has received a letter from Mr. Paul Robb, 270 Hatt Street, Dundas, Ontario, expressing concern regarding parking on both sides of Bay Street North in the block between Burlington and Wood.

Bay Street North has a 30 foot pavement width in this area, and presently, there is unrestricted parking on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. Therefore, the Traffic Department recommends a parking prohibition on the north/west side of the street.

While a petition would normally be requested, there are only two residential properties fronting on Bay Street in this block. Both of these properties have off-street parking provided, and parking would still be permitted on the south side directly in front of these homes. Therefore, a parking prohibition on the north side of the street to facilitate the movement of traffic should not create any parking difficulties for these residents.

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NOV 12 1990

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

9c

**DATE:** 1990 November 12

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

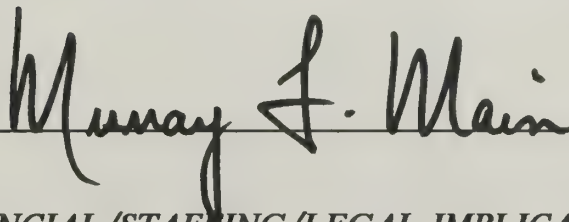
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Markland Street between Bay Street South and Park Street South/Chilton Place - Parking Regulations. [TEC-275-90]

**RECOMMENDATION:**

- a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Markland Street between Bay Street South and Park Street South/Chilton Place; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
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**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

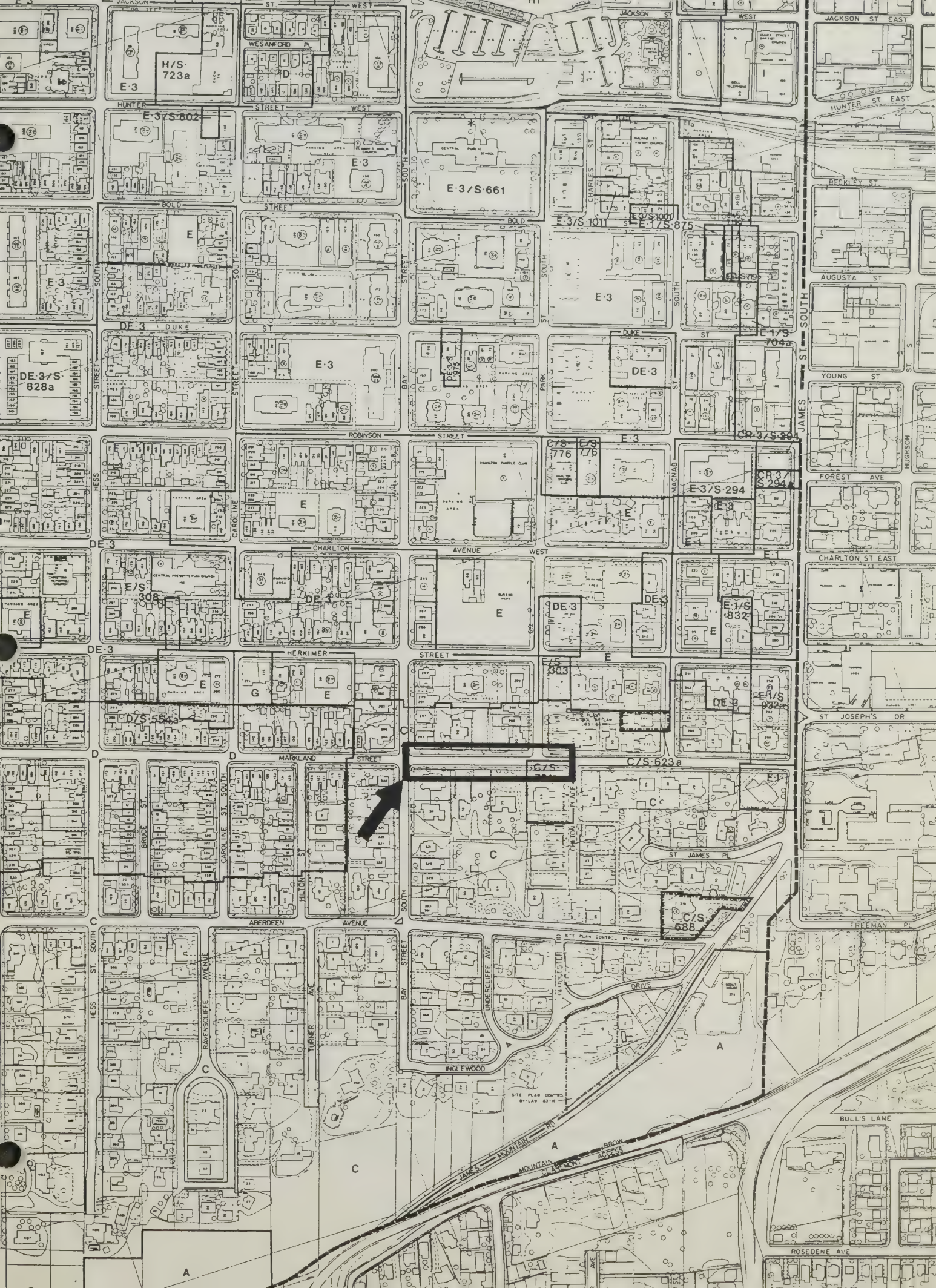
Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each permit will off-set the cost to some degree.

**BACKGROUND:**

The Traffic Department has received a petition signed by representatives of 6 of the 8 one, two and three family dwellings on Markland Street in the block between Bay Street South and Park Street South/Chilton Place, requesting that a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the street. All six residents who signed the petition indicated their support of the proposed regulation. Presently, there is an "Alternate Side Parking" regulation on the street in this area and the residents have expressed concern regarding non-resident long-term parking.

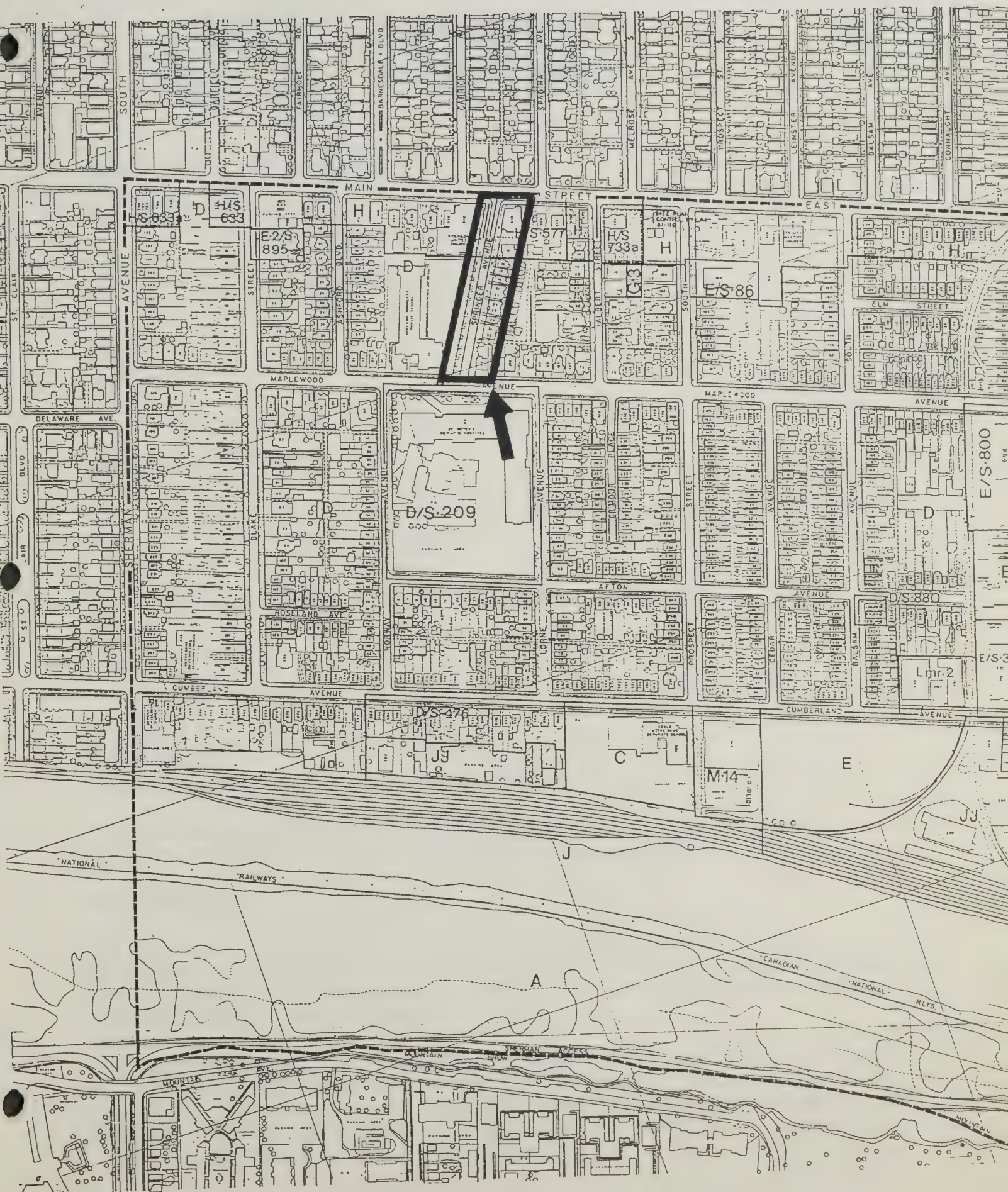
The implementation of the requested regulation would eliminate long-term, non-resident parking. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 75% of the abutting residents have signed the petition, the Traffic Department concurs with the request.





Following the erection of the signs, the Traffic Department and various Council members including Mayor Robert M. Morrow and Alderman Brian Hinkley received several complaints from Ryerson United Church regarding the lack of available visitor parking on Sundays. As a result, the Traffic Department contacted the residents of Springer Avenue in this block and determined that representatives of 11 of the 12 homes support changing the regulation such that it is in effect only from Monday to Saturday. The Minister of Ryerson United Church also supports this change. Therefore, since 92% of the abutting residents agree to revising the existing "Permit Parking" regulation, to exclude Sundays, the Traffic Department concurs with this request.





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NOV 12 1990

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

9e.

**DATE:** 1990 October 30

**REPORT TO:** Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

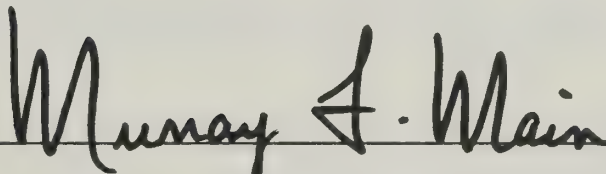
**FROM:** Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

No. 11 Hess Street South - request for a loading zone. (TEC-268-90)

**RECOMMENDATION:**

- a) That one parking meter be removed and that parking be prohibited on the east side of Hess Street South from a point 81 feet south of King Street West to a point 31 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



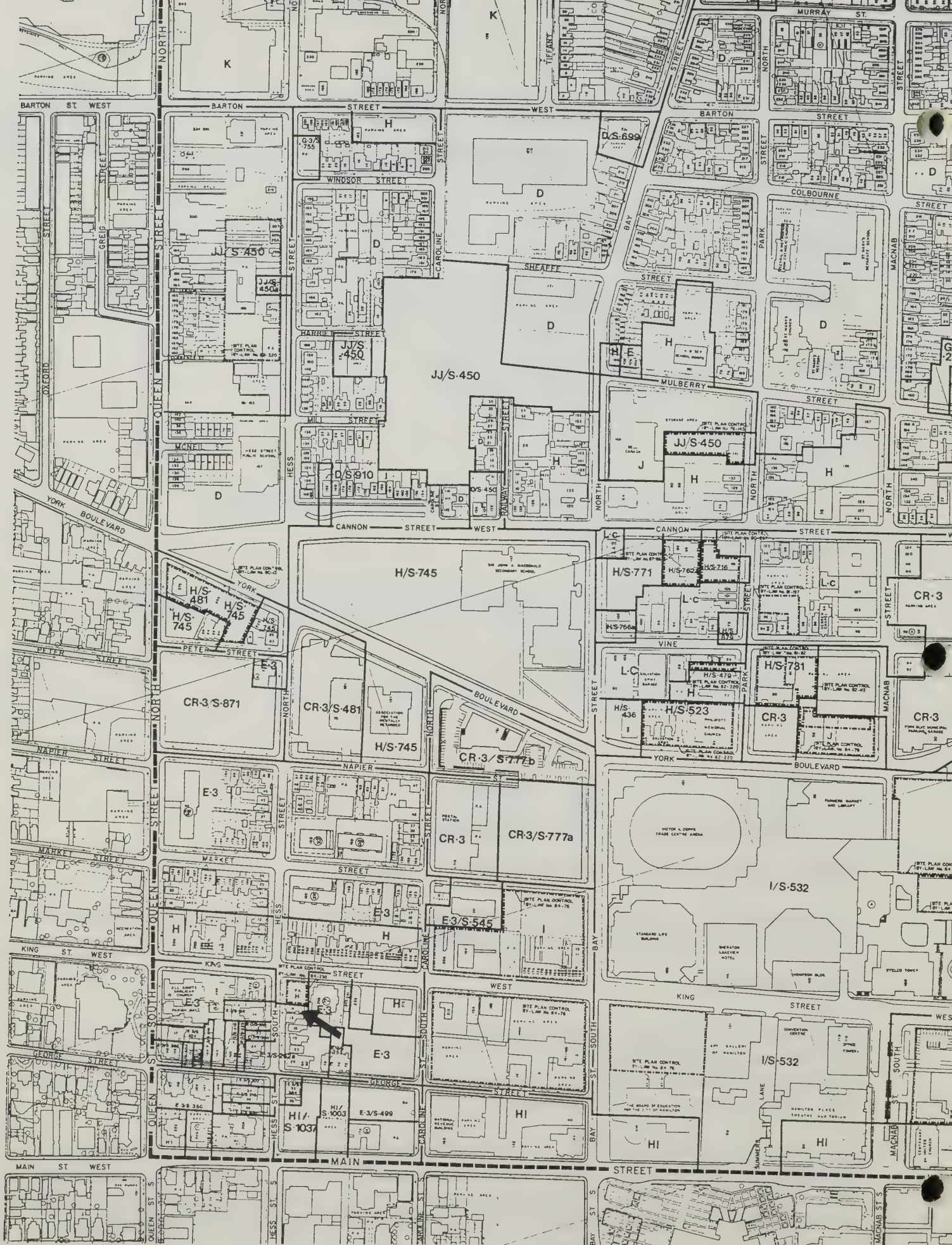
**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The proprietor of Brandi's House of Flowers, 11 Hess Street South, has requested that a loading zone be implemented on the street directly in front of his business. Presently, parking is prohibited on the west side and there are one hour parking meters on the east side of Hess Street South in this area.

The parking meters in this block are generally heavily parked, such that complaints might be received regarding the loss of one parking meter. However, since the applicant has advised that he requires a loading zone, rather than a parking space, and there is no alternative off-street loading space, the Traffic Department concurs with this request.





NOV 12 1990

10a

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 November 8

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

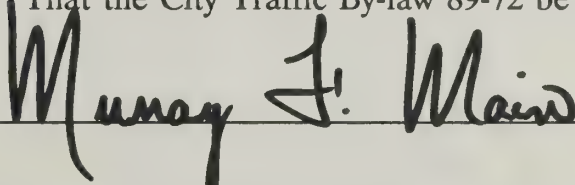
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Intersection of Brucedale Avenue and Rendell Boulevard - Intersection Control  
[TEC-273-90]

**RECOMMENDATION:**

- a) That four-way stop control be implemented at the intersection of Brucedale Avenue and Rendell Boulevard; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
\_\_\_\_\_

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

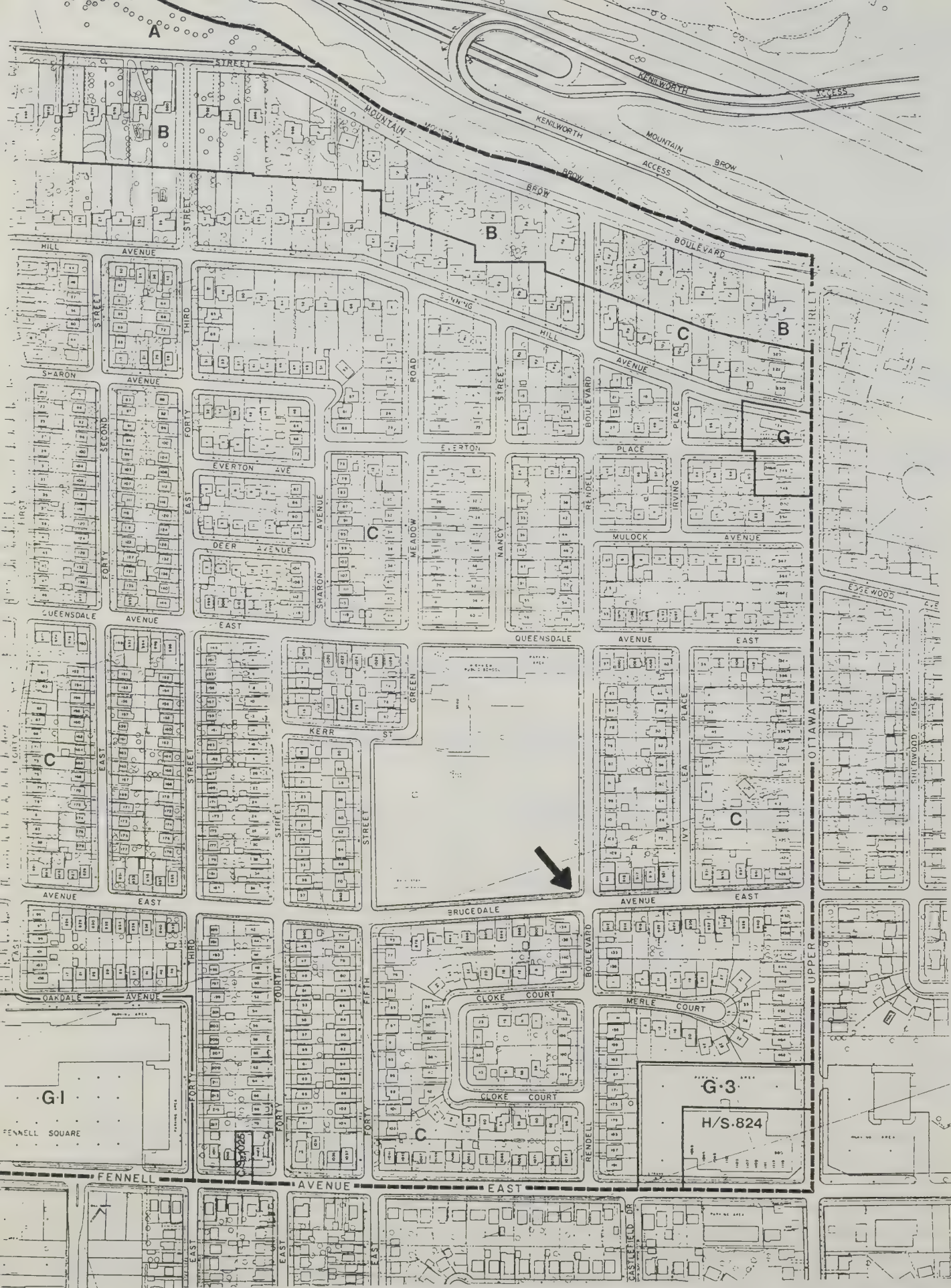
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

Alderman Tom Jackson has advised of a request that four-way stop control be implemented at the intersection of Brucedale and Rendell.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on East 45th is required to stop for northbound and southbound traffic on Rendell.

After a detailed investigation, the Traffic Department has concluded that the intersection of Brucedale and Rendell would be an appropriate location for all-way stop control since there are presently no stop signs on Rendell between Fennell and Queensdale, a distance of approximately 1700 feet and because of the close proximity to Highview Park. Therefore, the Traffic Department concurs with the request.



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NOV 12 1990

106.

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 November 1

**REPORT TO:** Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

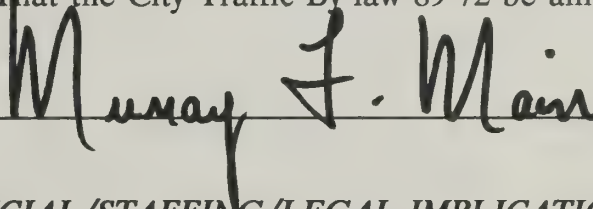
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Intersection of Campbell Avenue and Rosslyn Avenue North - Intersection Control.  
[TEC-267-90]

**RECOMMENDATION:**

- a) That four-way stop control be implemented at the intersection of Campbell Avenue and Rosslyn Avenue North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
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**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The Traffic Department has received a request from Mrs. Sandy Jamieson, 213 Rosslyn Avenue North, that four-way stop control be implemented at the intersection of Campbell and Rosslyn.

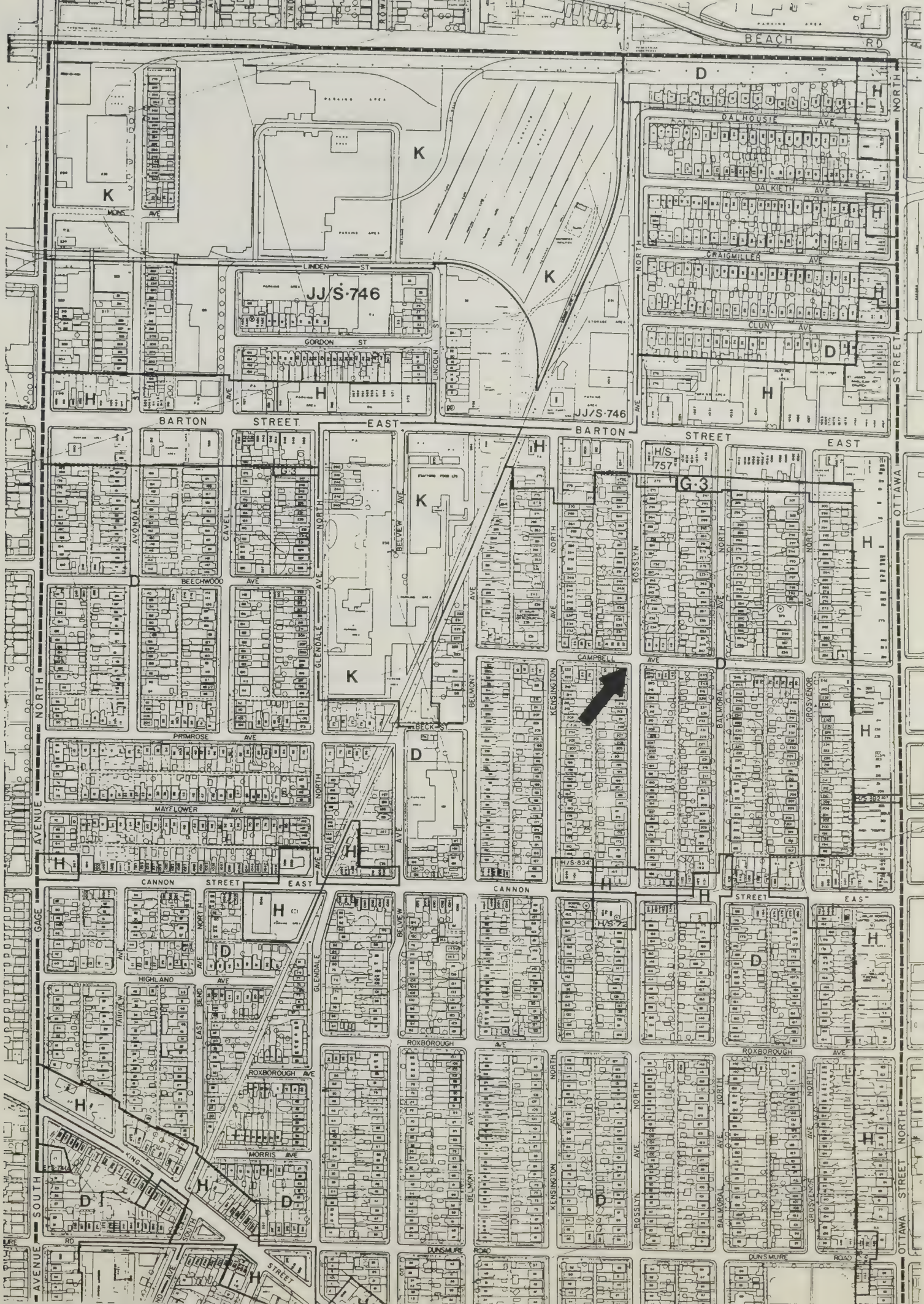
The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Campbell is required to stop for northbound and southbound traffic on Rosslyn.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the



classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. The intersection of Campbell and Rosslyn meets at least one of the criteria since it has experienced approximately three collisions per year for the past three years and there are no other measures which can be taken to improve the collision record. Therefore, the Traffic Department concurs with the request for all-way stop control at the intersection of Campbell and Rosslyn.









NOV 12 1990

10c

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 November 8

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

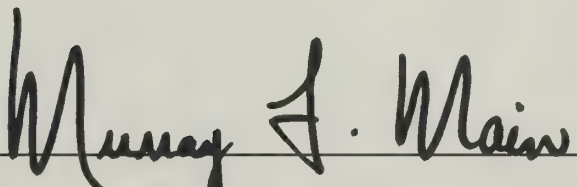
**FROM:** Mr. Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Intersection of Cannon Street East and Glendale Avenue North - removal of the southbound left turn prohibition. (TEC-272-90)

**RECOMMENDATION:**

- a) That the existing left turn prohibition for southbound motorists on Glendale Avenue at Cannon Street be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
\_\_\_\_\_  
**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of removing the "No Left Turn" signs and for manufacturing, erecting and maintaining additional warning signs at this location.

**BACKGROUND:**

Alderman Brian Hinkley has asked the Traffic Department to investigate the feasibility of removing the existing left turn prohibition for southbound motorists on Glendale at Cannon. Due to the construction of the new Belview Park, residents wishing to travel south-east out of the neighbourhood must now travel westerly to Gage Avenue and south on Gage to Cannon.

The north and south legs of Glendale Avenue are offset at Cannon Street and the T.H.&B. Railway Line crosses the intersection at a 45 degree angle. The southbound left



turn prohibition was implemented in 1970 in order to eliminate a potentially hazardous situation where a southbound motorist turning left onto Cannon does not observe a southbound train approaching the intersection from the rear.

It has been concluded that the left turn prohibition is overly restrictive, and that it would be appropriate to rescind the left turn prohibition and to erect special warning signs for southbound motorists on Glendale approaching Cannon. Therefore, the Traffic Department concurs with Alderman Hinkley's request.





**CORPORATION OF THE CITY OF HAMILTON**

**ALDERMEN'S OFFICES**

**MEMORANDUM**

11

NOV - 2 1990

**TO:** Ms. Tina Agnello, Secretary  
Transport and Environment Committee

**OUR FILE:**

**FROM:** Alderman Tom Murray  
Ward 8

**DATE:** 1990 October 30

**SUBJECT:** 130 Alderson Drive

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Can you please place the attached item on the agenda for the next meeting of the Transport and Environment Committee.

Should you have any questions, please don't hesitate to call me.

TM:ck  
Encl.

cc: Alderman Henry Merling, Chairman  
Transport and Environment Committee

Oct: 1, 1995

RE: 130 Alderson Drive, Hamilton, Ontario

To whom it may concern:

It is our understanding that due to an agreement between the subdividers and the city, a fence must be installed along the property lines. We would like to have a portion of the fence removed. Specifically, from the street back seven fence posts.

This portion of the fence butts along our front lawn. Having a fence in the front of the house serves no useful purpose, and actually has many problems associated with it.



For example, we feel it will reduce our property value in that it is not esthetically pleasing to the eye; fences are typically associated with the backyard not the front; it creates a feeling of being "caged in", which is in contravention to our reason for paying a premium price to have a sense of openness by the creek; the fence will act as a garbage collector when the prevailing winds blow paper etc. against it; in that our property is a pie shape, when we look out our living room window we see the fence which obstructs our view.



Thank you for your consideration in  
this matter

Stona Skeba

Christopher Skeba

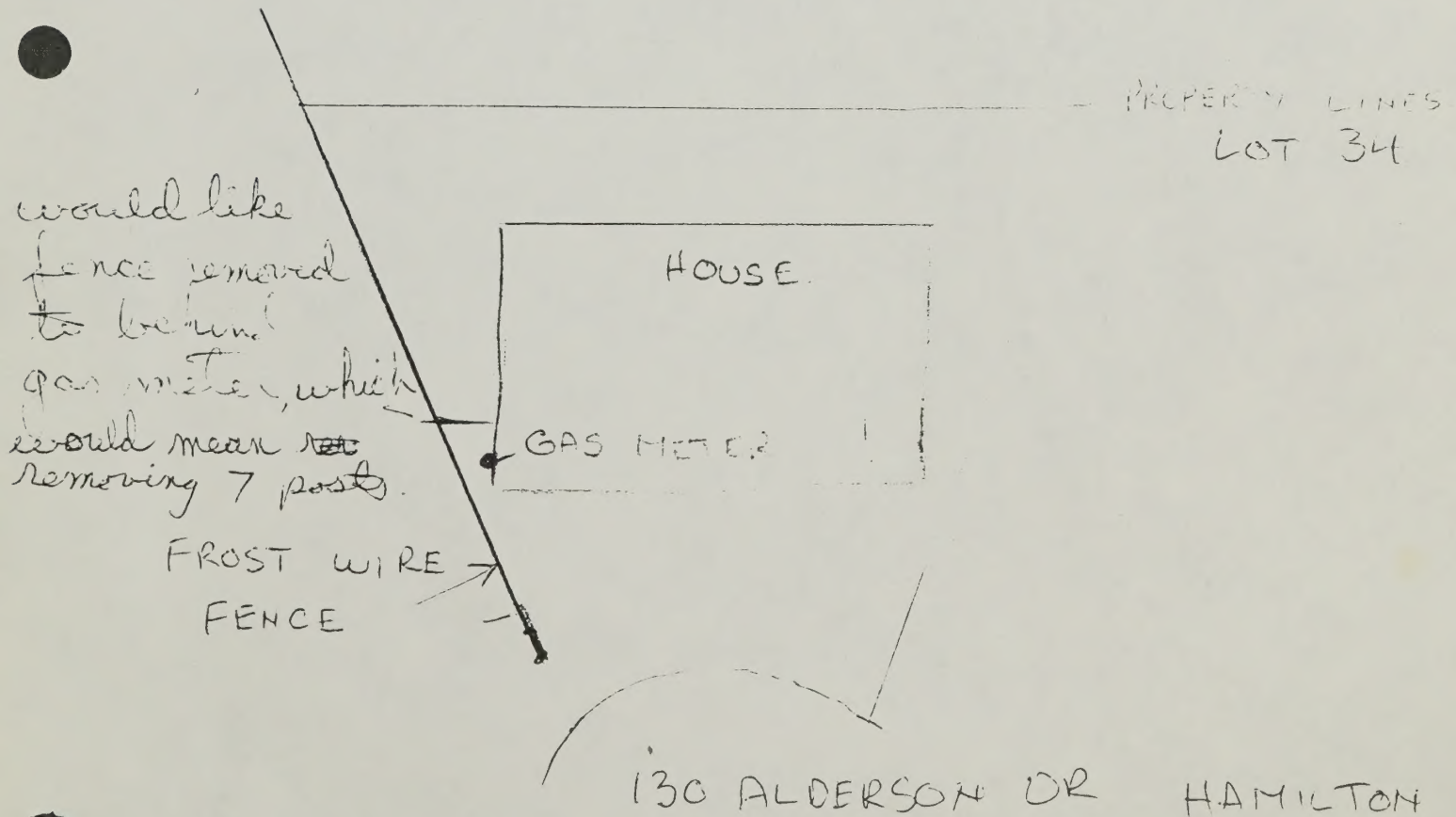
70 PARK PLAZA DR.  
HAM ONT L8V-5A  
388-3766

Building Location

- 130 Alderson Dr.

Lot 34 Abbey Hill Farm, P.H. I.

Reg. Plan No. 62M-592



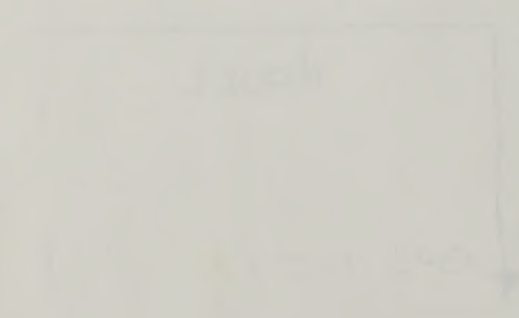


Thank you for your contribution to  
this matter.  
Yours truly,

Christopher J. [illegible]  
[illegible]  
[illegible]

Enclosed for you are  
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